

# Navy News

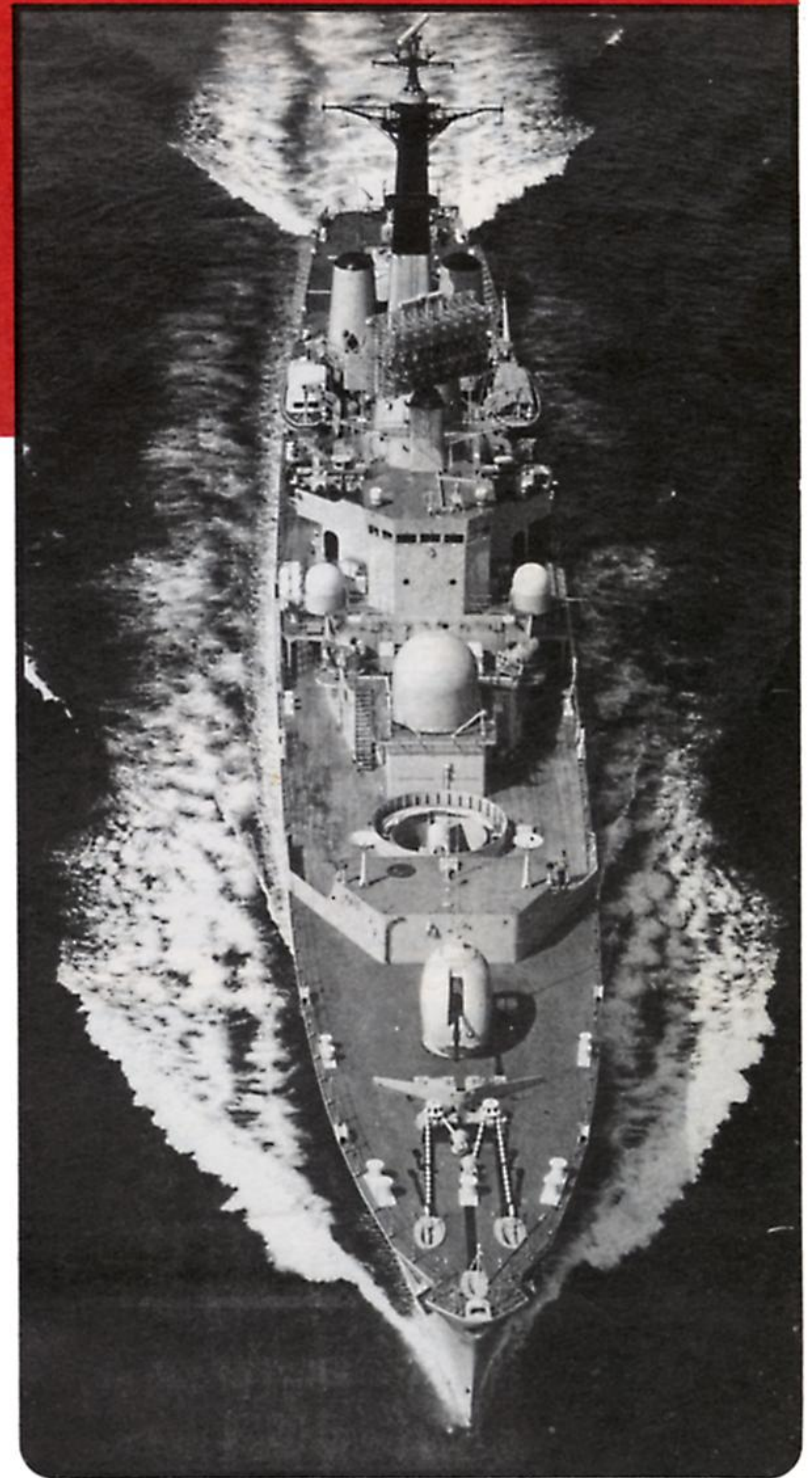
JUNE 1978 5p

## SHIP-SHAPE, OF COURSE!

This striking shot of the Type 82 destroyer H.M.S. Bristol, now on extensive development trials after her emergence earlier this year from long refit, was taken off the Cornish coast from the R.A.F. helicopter in which the commanding officer (Capt. A. F. R. Weir) returned to the ship after attending the Mayor-making ceremony in the destroyer's namesake city of Bristol.

Earlier the ship had worn the flag of the Flag Officer Plymouth (Vice-Admiral J. M. Forbes) for a visit to Merseyside by the Royal Navy for the commemoration of the Battle of the Atlantic.

With the Bristol for the commemoration, the principal event of which was a service in Liverpool Cathedral and march-past, were H.M. ships Galatea, Arrow and Salisbury.



# THE GREAT PAY RUSH

200 UP!

All the stops were pulled out in a variety of departments so that the Prime Minister's Forces pay announcement in the Commons on April 25 could be translated into hard cash terms for the Royal Navy and Royal Marines by the end of May.

First, Naval Personnel (Pay) Division in MOD had to turn the award into new pay rates. This took civil servants in Whitehall three days working round the clock.

After the Fleet had been told of the new rates by directed letter, pay offices in ships and establishments set to work to calculate on Pay Entitlement Records the new drawing rates.

At the same time the new rates went to H.M.S. Centurion to be fed into the computer. Systems analysts, programmers, punch girls and computer operators had to start up-dating 80 programmes so that each individual's computer record could reflect the new pay and allowances.

Continued in Back Page

## Pensions will catch up, too

Steps have now been taken to ensure that Servicemen who retire during the two "catching up" years before pay comparability is achieved will not dip out on pensions.

Ministers have decided that pensions awarded between April 1 this year and March 31, 1979, will be based on the fully comparable pay rates recommended by the AFPRB in its latest report.

For those awarded pensions between these dates, the broad effect will be to increase all pensions and terminal grants (both immediate and preserved), invaliding and attributable pension, widows and family benefits, short-service gratuities and resettlement grants by about 30 per cent on average, compared with levels operating on April 1, 1977.

### 'TOP BRASS'

The decision will similarly benefit Servicemen awarded pension between April 1, 1979, and March 31, 1980, whose pensions may also be increased further as a result of AFPRB recommendations in its next report.

A Government decision on "Top Brass" pensions awaits the report of the Top Salaries Review Body concerning this group's pay.

## Oil fight

Pages 18 and 40



To mark the 200th anniversary of the commissioning of H.M.S. Victory, four members of her present ship's company — two from the Royal Navy and two from the Royal Marines — walked from the Victory's Chatham birthplace to Portsmouth, to which she made her first sea voyage.

The walkers, two of them in old-time uniform, carried a scroll of greeting from the Flag Officer Medway (Rear-Admiral C. M. Bevan) to the Commander-in-Chief Naval Home Command (Admiral Sir David Williams), who now flies his flag in Nelson's famous flagship.

Pictured from the left are Sergt. John Gilliland (the ship's chief guide), Marine Graham Hancock (driver of the support vehicle for the walk), Marine John Beare, AB Bill Cartmell and AB Willy Wileman.

A special cake with 200 candles was cut by Admiral Williams with a cutlass from the Trafalgar era, and pieces distributed to visiting schoolchildren and members of the ship's company.

Picture: LA(Phot) Gordon Ford

## GORGE-OUS!

When "Nurse of the Year" finalists spent an action-packed sea day at Portland as guests of the Royal Navy, they also enjoyed this appetising buffet fare. Seen in H.M.S. Alacrity with the men who prepared it is TV personality Leslie Crowther. From the left they are POCK David Badcock, LCK Ron Darby, CK John Rigby, Leslie Crowther, STD Bob Smith, STD John Basey, PO STD Mick Stuart and Caterer Pete Pearson.

The commanding officer (Cdr. R. B. Mortlock) presented Mr. Crowther with a ship's crest, which was later presented to the winning nurse when she received her major prize at the televised finals of the contest.

One of the judges for this year's competition was the Principal Matron Naval Hospitals (Miss Sheila Barton). Picture: PO(Phot) Schwartz.





# Hermes clobber heavies

H.M.S. Hermes v. The Clansmen at tug-of-war — that was the star attraction during what was billed as the Second Annual Highland Games and Gathering of the Clans in the grounds of the Episcopal Church, Mandarin, Jacksonville.

The contest (pictured below) resulted from a challenge issued to the Hermes while she was in Mayport, Florida, for a self-maintenance period. The president of the St Andrew's Society, Jacksonville (Mr. John Sutherland), accompanied by the society's co-founder (Mr. Al McDonald), went on board to confirm acceptance of the Clansmen's challenge by the Hermes.

The carrier went on to excel by winning with two straight pulls, urged on by the ship's new executive officer (Cdr. A. M. D. Milne-Horne).

The tug-of-war took place after presentation of a bronze plaque to the church to commemorate the planting of a tree at the 1977 games in honour of the Queen's Silver Jubilee.

In response to a television

appeal in Jacksonville to help handicapped children, four stewards from the Hermes — POSTWD Ben Benjamin, LSTWD Mase Bower and STWDs Raymond Daniels and Graham Exley — made a quick tour of the carrier.

They collected 250 dollars and then drove to the television studio with it, being quickly ushered through to make a TV appearance.

Another "helping hand" was given by a party of six sailors and two Royal Marines who, in two Land Rovers, visited the British War Cemetery on Ocracoke Island, North Carolina, where four sailors from H.M.S. Bedfordshire are buried.

The Hermes group cleaned the gravestones, painted fences and

carried out weeding. Later a service and flag ceremony were held, attended by the U.S. Coastguard and members of other organisations.

The usual warm American hospitality was shown to the group



## SLEEK ANTELOPE

The sleek lines of H.M.S. Antelope come alongside the mighty Ark for a jackstay transfer — a scene which was captured in the Caribbean by CPO(Phot) Michael Gilbert from H.M.S. Ark Royal.

The Antelope has been acting as plane guard for night flying from the carrier. She has also carried out duty as the Belize guard-ship.

When the Antelope visited the Grenadine Islands, the Governor and Premier of St Vincent took passage in the frigate to Bequia, a small island about nine miles away. They spent several hours at sea watching the Antelope being put through her paces and were later returned to St Vincent in the ship's Wasp.

To raise money for Hill Rise Community Centre, Hereford, with which she is affiliated, the Antelope held a spring fayre while in the Caribbean, more than £160 being raised.

## More Harriers

The Sea Harrier jump jet is due to make its international debut at this year's Farnborough air show in September.

Meanwhile a further batch of 10 of the multi-role fighters has been ordered for

the Royal Navy. This brings their total order to 34 FRs Mark 1 aircraft.

Main operational tasks for the Sea Harrier will be in the fighter / reconnaissance / strike roles.

The aircraft is due to enter service in 1979, with an operational capability at sea planned for 1980.

# HYDRA A BIG HIT IN DOHA

H.M.S. Hydra took a four-day break from her surveying tasks in the Gulf of Oman to visit Doha, the capital of Qatar, in the Persian Gulf.

A comprehensive programme of sport and entertainment was organized, and the ship's company

was overwhelmed by the generosity of the residents.

During a two-hour spell while the ship was open to visitors, well over 600 people toured the ship and were shown displays of surveying equipment and recently-completed chartwork.

Four patrol boats of the Qatar Armed Forces mounted some impressive high-speed manoeuvres for the Hydra as a departing salute. The ship hopes to renew acquaintances next year when she is again due to be working in the area.

## ICE PATROL SHIP HOME

The ice patrol ship H.M.S. Endurance returned to Portsmouth in late May after nearly seven months in Antarctic waters.

Final assignment of her spell down south was a survey to the north of the Falkland Islands and the ship then returned to Port Stanley to prepare for the voyage home. Before making their farewells the ship's company raised funds for the R.N.L.I. with a football match and a road race, and entertained the town's old people to a supper dance.

The Endurance is due for refit at Chatham this summer before further deployment.



Muskets are fired to start the Hermes v. Clansmen tug-of-war at the Jacksonville Highland Games.

## SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

STWD G. B. Field, 36 Shaftesbury Road, Southsea, Hampshire, serving in H.M.S. Antrim (in refit until Jan. 1979), will swap for any ship, sea-going or not in refit.

OEMN1 Startup, F.M.B. Devonport, drafted in September to H.M.S. Diomedes as 4.5m. maintainer, subsequently to H.M.S. Achilles (Chatham-based). Will swap for a similar billet in any Devonport-based frigate.

POSA Connell, Main Stores, R.N. air station Culdrose, will consider swap for any shore base, preferably Plymouth.

LSA J. McInnes, AFD 60 H.M.S. Neptune, will swap for any ship or shore establishment anywhere.

LS(M) Hughes-Hubbard, F2 Mess, H.M.S. Excellent, Portsmouth, due to join H.M.S. File 70, will swap for any Plymouth ship or shore establishment.

CEM1 W. J. Bradshaw, 3P Mess, H.M.S. Antrim, BFPO Ships, in refit until early 79, deployment mid-79, will swap for any other GMD or Type 42, preferably sea-going.

POMEM G. Davies, Accommodation Office, H.M.S. Osprey, will swap with any shore-based POMEM or PO on communal duties. Replies to POs Mess, H.M.S. Osprey, or Osprey ext. 3309.

MEM2 Stokes, drafted H.M.S. Mohawk, August, will swap for any shore base or ship in refit at Plymouth. Replies to 38, Fegen Road, St Budeaux, or Plymouth 706023.

POSA Wood, H.M.S. Antrim, refit until Dec. 1978, trials and work-up early 79, deployment mid-79, will swap for any other GMD or Type 42, preferably sea-going.

LMEM P. Craddock, Rosyth FMG (Mobile), c/o H.M.S. Nubian, Gibraltar, drafted H.M.S. Eskimo (Chatham) July 10, will swap for any Portsmouth-based ship except H.M.S. Bulwark.

LMEM S. J. Marshall, 3M2 Mess, H.M.S. Apollo (Portsmouth-based on home sea service), will swap for any Chatham-based ship.

POEL Boyd, drafted Rosyth (FMG Static) over six months, will swap for any Portsmouth shore base or ship. Contact Rosyth FMG Dockyard Tel. 2587.

LS(R) Goddard, Redpole, H.M.S. Dryad, will swap for any Portsmouth-based ship. Tel. Cosham 70991 ext. 258 before 1600.

PO(M) Wightman, POs Mess, H.M.S. Hermes (Portsmouth-based in October) will swap for anything, Rosyth area.

LS(S) Meredith, H.M.S. Devonshire, drafted H.M.S. Ashanti Sept. 15, will swap for any Portland Squadron or Portsmouth-based Leander.

COEMN Carpenter, 1 Mess, H.M.S. Devonshire, drafted H.M.S. Cleopatra (Plymouth) Sept. for 18 months, will swap for any Portsmouth-based ship.

SA M. Clarke, Stores Office, H.M.S. Excellent ext. 5107, drafted H.M.S. Caledonia July 17, will swap for any London or Portsmouth area shore establishment.

AS(M) Beckett, H.M.S. Ajax, deploying Canada, U.S.A., July this year, will swap for any Devonport shore base or refit ship. Replies to either 3EA Mess, H.M.S. Ajax, or 33, Alexander Road, Plymouth.

LMEM D. J. Holden, BWC, Stokers Mess, H.M.S. Soberton, drafted H.M.S. Gurkha (Rosyth in refit), will swap for any ship or shore establishment, Chatham or Portsmouth (Devonport as last resort).

SA J. McLeary, c/o R.N.O. Kyle of Lochalsh, Wester Ross, Scotland, drafted H.M.S. Naiad October, will swap for any Rosyth-based ship.

POWTR A. Beech, POs Mess, H.M.S. Seahawk, will swap for Chatham (not R.N.S.S.), London, Northwood or Portsmouth.

LCEM P. Wyman, 10 Mess, H.M.S. Norfolk (trials until July, then unknown) will swap for any operational Devonport-based frigate on general sea commission not due long deployment — 16 months remaining in present billet.

RO1 (T) R. Daniels, T/P Room, R.N.H. Haslar, drafted H.M.S. Phoebe (Plymouth-based), Aug., will swap for any Portsmouth ship or establishment. Tel. Haslar 41295.

AB (R) R. C. Shons, 9, Norton Close, Southwick, Fareham, Hants., drafted H.M.S. Coventry (Portsmouth-based) Oct. 30, will swap for any Portsmouth refit ship.

OEMN1 R. A. Smith, H.M.S. Dryad (Fraser Gunner Range ext. 6418), drafted H.M.S. Jupiter Sept., will swap for any Portsmouth-based ship.

POCA R. Henderson, H.M.S. Lowestoft (trials ship), will consider any other Portsmouth-based ship.

LMEM Wilcock, PCG, H.M.S. Vernon, drafted H.M.S. Sheraton (Rosyth), will swap for any Portsmouth-based MCMV.

AB (MW) Fisher, H.M.S. Brinton (Rosyth), drafted Rosyth Loopshaped June 3, will swap for any Portsmouth-based ship or H.M.S. Vernon.

AA(AE)1 D. Johnson, Senior Rates Mess, H.M.S. Hydra, drafted to MARTSU August 29, will swap for any non-instructional billet H.M.S. Daedalus.

AB (S) K. Davison, c/o 7, Polzeath Gardens, Penryn, Cornwall, due to join H.M.S. Endurance June 14, will swap for any Devonport ship or ship in refit.

AB(M) Holloway, 3D Mess, H.M.S. Bristol (two years to serve) will swap for any ship. Similar specializations necessary.

NAM (AE) McIntyre, c/o Warwick Block, R.N. air station Culdrose, will swap for Yeovilton.

REMA1 S. Foss, 892 Squadron, 597 Mess, H.M.S. Ark Royal, drafted to Lee-on-Solent Jan. 79, will swap for R.N. air station Yeovilton.

REM1 P. V. George, ship's diver, Saumarez Block, H.M.S. Nelson, drafted Portsmouth FMG (Static) over six months, will swap for any Devonport shore establishment.

MEM1 T. Jopling AMC JBD, MEs Mess, H.M.S. Soberton, due to join H.M.S. Gurkha Aug. 21, will swap for any Rosyth-based MCMV.

MEM1 Clayton, AMC3 Mess, H.M.S. Herald, due nine-month deployment in Persian Gulf, starting Sept., will swap for any Portsmouth-based ship not deploying or in refit.

AB (S) J. W. C. Dunn, H.M.S. Defiance, drafted H.M.S. Hermes (Plymouth until Oct., then Portsmouth-based) will swap for any Plymouth-based ship, preferably about to refit.

LS(MW) W. G. Bogle, Lower After Mess, H.M.S. Pollington (Fish Sqdn, Rosyth-based), will consider anything.

AB (R) W. G. Campbell, 1, Holly Bank, Lee-on-Solent, drafted H.M.S. Ashanti Aug. (Portland work-up long period Portsmouth area) will swap for any ship deploying States or that area.

AB(S) Greenwood, drafted H.M.S. Zulu (Rosyth-based) Aug., will swap for any Devonport ship or establishment. Replies to H.M.S. Defiance Reg. Office ext. 5574 or 5487.

AB Evans, 4PO Mess, H.M.S. Hermes (due Portsmouth-based October) will swap for any Devonport ship or establishment.

SEA(M) P. J. Rogers, Barrack Guard, H.M.S. Nelson, Portsmouth, drafted H.M.S. Antrim (refit), will swap for any Plymouth sea-going ship.

PO(M) P. S. Smith, Fwd POs' Mess, H.M.S. Benwick, wishes to swap for Portsmouth or Rosyth-based ship.

ALMEM(L) MEOW M. A. Smith, 2N Mess, H.M.S. Nubian, wishes to swap for ship based in Chatham, Portsmouth or Rosyth but not deploying.

POCEL D. R. Caldicott, P10S Mess, H.M.S. Collingwood, drafted Rosyth F.M.G. (Static), July, over six months. Will swap for any Devonport ship or shore base.

AB(M) G. Kaunhoven, 3 L Mess, H.M.S. Bacchante (Devonport), drafted May 15, home waters and Mediterranean. Will swap for any Portsmouth ship.

AB(M) G. A. Williams, L-32 Mess, Saumarez Block, H.M.S. Nelson, serving in H.M.S. Bulwark (Portsmouth refit). Will swap for any sea-going ship.

ALMEM J. W. Wardle, 5 Farmside Gardens, Hilsa, Hants, PO3 5JA, due to join H.M.S. Coventry (Birkenhead) Sept. 25. Will swap for any Portsmouth shore base or ship in long refit.

SA Carvell, Naval Store Office, H.M.S. Cochrane, drafted H.M.S. Rooke. Will swap for any Devonport or Portsmouth sea-going ship or shore base.

## Moving up

Congratulations were much in order when all three WRNS staff officers at Britannia Royal Naval College were selected for promotion on the same day. First Officer Anthea Savill was promoted chief officer, Second Officer Polly Booth to first officer, and Third Officer Liz Davis to second officer.

## Sunshine for the children

The 2,000th Sunshine coach to be provided by the Variety Club of Great Britain will go to the Royal Navy and Royal Marines Children's Home at Waterlooville, Hants.

The new mini-coach will replace an ageing vehicle and will be used to take the children on outings to places of interest in the area, including day trips to the sea.

The home cares for orphans and children of broken marriages whose parents (below commissioned rank) have a naval connection.

Supported by voluntary donations and modest fees paid by the parents, it is the Navy's only long stay charitable children's home. But, although active Service personnel sit on the Management Committee, it is not connected with MOD.

Any inquiries should be made to the Home Secretary, H.M.S. Nelson, Portsmouth. Telephone Portsmouth Naval Base, Extension 23779.



# FILMS FOR THE FLEET



Abba girl Agnetha Fältskog

# FABBA LOUS!

Twenty-five songs and instrumentals, including all their smash hits, are featured in "Abba — The Movie," one of the latest releases to the Fleet by the Royal Naval Film Corporation.

The film captures the Swedish group's hit-making performances at a series of open-air concerts on a sell-out tour of Australia and also gives an insight into their hectic off-stage life.

"Julia," which includes an Oscar-winning performance by Vanessa Redgrave, also stars Jane Fonda.

Here is the full list:

**Julie (A)** — Jane Fonda, Vanessa Redgrave. The story of a young writer and her friendship with Julia, who later becomes involved with the underground anti-Nazi movement. 20th Century Fox. No. 542.

**Silver Bears (A)** — Michael Caine, Cybill Shepherd. The head of a notorious Las Vegas gambling syndicate buys a Swiss bank as an outlet for his spare cash. When news breaks on the London Silver Market grapevine that

## Group's hits in tour movie

the bank has a fortune in silver bars, the plot heads for a cut-throat finish. EMI. No. 543.

**The Savage Bees (AA)** — Ben Johnson, Michael Parks. A swarm of killer bees from South America reaches New Orleans as Mardi Gras celebrations are about to start. Columbia-Warner. No. 544.

**Final Chapter Walking Tall (AA)** — Bo Svenson. A further and final story of the eventful and tragic life of Buford Pusser, the Tennessee sheriff. Brent Walker. No. 545.

**Abba — The Movie (U)**. The music of Abba during the group's successful tour of Australia last year. Columbia-Warner. No. 546.

## Devonshire entertains the stars



James Coburn is met on board H.M.S. Devonshire by Lieut.-Cdr. Dick Carter, with O. J. Simpson and bodyguard in the background.

Picture: P.O.(R) Stapleton

When H.M.S. Devonshire, on her West Indies deployment, heard that James Coburn was making a film with Sophia Loren in Antigua, invitations to visit the ship were promptly sent out.

Unfortunately Miss Loren could not make it but James Coburn keenly accepted, bring with him his co-star, O. J. Simpson — American football ace turned actor.

Coburn was met by Lieut.-Cdr. Dick Carter and was given the British sailor's traditional hospitality in virtually every mess. By all accounts it was much enjoyed by the friendly star.

### GUADELOUPE

The Devonshire had arrived in Roosevelt Roads, Puerto Rico, with H.M.S. Ark Royal and R.F.A.s Resource and Olmeda on April 17, and after a three-day stop, split from the group for a three-day visit to Guadeloupe, before landing a five-man diving team and doctor on the small island of Barbuda.

During the five-day stay at Antigua, the ship's company took full advantage of the island's 365 beautiful beaches.

Then, after retrieving the Barbuda party, the destroyer rejoined the Ark and fired her 48th and last Seaslug missile before a six-day visit to St Croix with H.M.S. Antelope.

## Berwick day hitch for pin-up Carol

One guest was missing from the ceremony when H.M.S. Berwick was re-dedicated at Plymouth on May 4 — 18-year-old beauty queen Carol Barlow.

The ship was the lucky one of several "applicants" after Carol asked to be adopted as a pin-up by the Navy in the April issue of Navy News.

Carol, who is the current Miss Stoke-on-Trent and who has a string of other beauty titles to her name, was to have attended the Berwick's re-dedication — but her car broke down on the journey from the Potteries and she had to hitch-hike home.

Principal guest at the Berwick ceremony at H.M.S. Drake was the Mayor of Berwick-upon-Tweed, Mr. T. Newton, who took the salute and inspected the guard. The town has adopted the ship.

Carol's day of disaster brought disappointment not only to herself

but also to the ship's company of the Berwick, who were looking forward to treating her like a princess.

But their gloom was short-lived, for plans were immediately put in hand for Carol to drop in on the ship informally at a convenient time.

### Vive la Newcastle!

At Portland the new destroyer H.M.S. Newcastle was visited by a group of children and parents from Louviers, Weymouth's twin town in France. The children are members of an accordion orchestra which gave a concert in Weymouth.

## P-pick up a penguin!

It's not every day that a commanding officer gets to welcome two pretty birds on board his ship.

But that's what happened when Lieut.-Cdr. Tony Morrow, of H.M.S. Lindisfarne, played host to television presenter Mary Marquis — and a king penguin from Edinburgh Zoo.

It all started when the ship's company saw an S.O.S. (Save Our Species) appeal on the B.B.C. Nationwide television programme and decided to raise money to help support the world's largest collection of penguins in captivity, at the zoo.

The result was a visit by Mary, zoo officials, penguins, and a TV film unit to the Royal Navy's latest island-class off-shore patrol vessel at Rosyth.



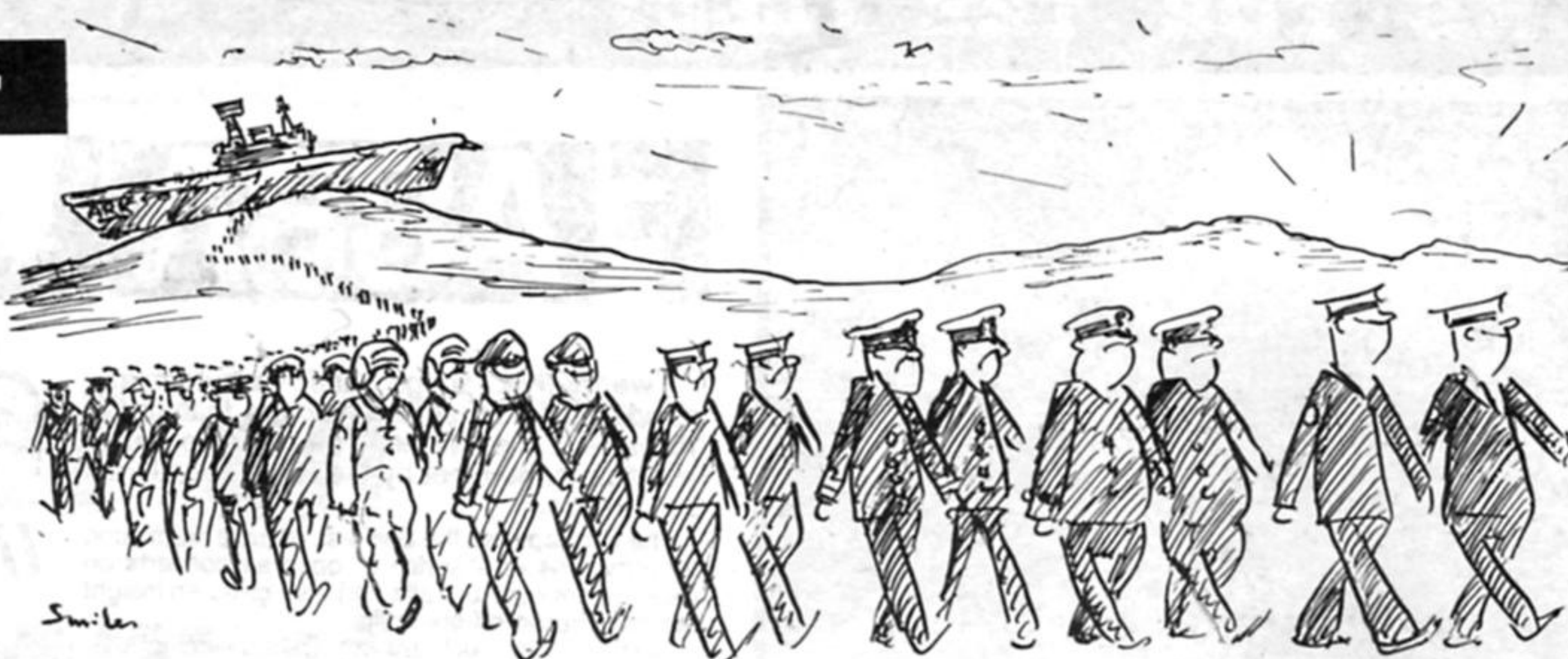


## Drafty's Corner

This month Drafty uses his Corner to answer some of the questions he is often asked.

Readers may have questions of their own they would like answered. Queries of a general nature which they think would have wide interest are invited by Drafty (rather than "When am I going to get a draft out of this blankety blank place?"). Names will not be printed but it is planned to use the questions and answers as the basis for more features like this month's.

Drafty says he cannot enter into correspondence with individuals, who should see their Divisional Officers over personal drafting problems. Questions for the feature should be addressed to Drafty's Corner Questions, H.M.S. Centurion, Grange Road, Gosport, Hants.



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NN 6/78

# Questions and answers

**Question:** If I am drafted to Submarine Quota and give 18 months' notice on receipt of this draft order, will I still go to SM Service?

**Answer:** Yes. Once the draft order to SM Service has been issued, that is that.

**Q:** What is going to happen to the mass of Fleet Air Arm manpower generated by H.M.S. Ark Royal after she has paid off at the end of this year?

**A:** There are a number of new commitments coming up in the next year or so which will need manpower. These include H.M.S. Bulwark, the new Sea King Squadron for deployment in R.F.A.s, the Sea Harrier Squadrons, and of course H.M.S. Invincible. Obviously there will be some turbulence since the timing of some of these commitments does not meet H.M.S. Ark Royal's paying-off date, but on current evidence the problems should not be extensive.

### Relief dates

**Q:** On my draft order to sea I was given an Estimated Relief Date — can I rely on it?

**A:** Yes, you can. Your Estimated Relief Date (ERD) was an approximation given at the outset of your draft to give you an idea of the expected length of draft.

During the commission the facts of life may alter and factors such as the ship's programme, availability of relief, the timing of advancement courses may mean changing the ERD by up to three months either way, although in many cases it remains unchanged.

Changes in ERD are communicated to your ship every six months. ERDs are not given for shore drafts, but an indication of the length of service in that type of service is given, e.g. over six months, over three months.

**Q:** I have volunteered to go to sea early out of turn. Why are non-volunteers being drafted before me from the top of the sea roster?

**A:** Men heading the sea roster and due sea service must be given first consideration for a preference draft if one comes up, because



### Cheque from a Centurion

Last job for Commodore C. W. Awmack before he was towed out of H.M.S. Centurion in a "Roman chariot" was to present a cheque to St Francis School, Fareham, which is adopted by the establishment.

The school for handicapped children has moved to new premises and the cheque for £260 was handed over by Commodore Awmack to the headmistress (Mrs. B. Sprent).

The money was raised by a Michaelmas Fayre, the Centurion choir singing carols around the building last December, and the carol service.

Picture: Wren Ingrid Foster.

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### Yarmouth on call

H.M.S. Yarmouth, in company with warships from Greece, Italy, Turkey and the United States, took part in the 16th activation of the NATO Naval On Call Force Mediterranean at Naples.

NAVOCFORMED, which exercises twice a year, spent a month working in the western and central Mediterranean.

### Medics on guard

A Captain's Guard presented recently at H.M.S. Raleigh consisted entirely of new entry Medical Branch ratings of Exmouth Q2 class. The Medics achieved a high standard of drill on what is thought to be the first time they have undertaken this task.

later on there may not be one. However, if there is a shortage of preference or draftable men, the early out of turn volunteer is considered.

In addition to requesting a sea draft early out of turn, why not consider volunteering to go with less than normal notice? This will ensure that you will be considered for billets arising unexpectedly outside the range of normal planned drafting — and we do get these.

**Q:** I am a WE rating and on my Red Crossed DPC, my shore preferences were: 1, Devonport; 2, Portsmouth; 3, Portland. Why have I been drafted to Scotland?

**A:** It is a regrettable fact of life that while there are a large number of Devonport-based sea billets for WE ratings, there are few shore billets. Only one Devonport shore billet exists for every three volunteers. The problem area is Scotland, where the opposite of Devonport is the case, i.e. only one volunteer for every three billets. Hence your problem.

However, as you are being drafted to an "area to avoid" you should render a C240 after about six months. Every effort will be made to move you to a preference area when possible.

But if you can, settle for this draft and stick it out. If you are married, consider moving your family if that is possible. It means less chance of another non-preference draft next time and less turbulence all round.

Drafty understands there are even some advantages to a draft to Scotland (send SAE for these).

## APPOINTMENTS

Rear-Admiral W. D. M. Staveley, who has been Flag Officer Carriers and Amphibious Ships since March 1977, is to be Chief of Staff to Commander-in-Chief Fleet in October.

His previous appointments have included command of H.M. ships Houghton, Zulu, Intrepid and Albion, and later he was Flag Officer Second Flotilla.

Other appointments recently announced include:

Capt. W. E. C. Perkins. Nelson in command October 26 and as Area Co-ordinator (NPFS) on staff of Flag Officer Portsmouth (To serve as commodore).

Capt. S. K. Sutherland. Vernon in command, August 9.

Capt. R. K. S. Bethell. Excellent in command, October 10.

Cdr. J. T. Lord. Endurance in command June 27 (Granted acting rank of captain before promotion on June 30).

Cdr. G. M. Booth. Defiance August 29 as senior officer Dido, and Dido in command on commissioning.

Lieut.-Cdr. K. D. Kempell. Staff Officer Clyde Division R.N.R. and in command R.N. Perm. Staff and for Peterel in command, August 29.

Lieut.-Cdr. D. A. Pritchard. Cochrane for duty in Aberdeen University R.N. Unit and as OIC, and for Thornham in command, October 21.

Lieut.-Cdr. A. L. Chilton. Monkton in command, October 16.

Lieut.-Cdr. D. C. B. Webb. Bulldog in command, August 7.

Lieut. D. M. Tall. Opossum in command, July 17.

Lieut. T. R. Hallpike. Egeria in command, July 24.

### OBITUARIES

R. H. Wild. CEA1. H.M.S. Neptune. April 20.

J. H. D. Chuang. Acting Surg.-Lieut. April 23.

I. C. Stewart. CMEM. H.M.S. Raleigh. May 1.

M. T. Cox. AMN(AE)1. H.M.S. Daedalus. May 9.

N. D. Rippon. ACCM. H.M.S. Dreadnought. May 9.

T. I. Thompson-Whiteside. COEL. H.M.S. Nelson. May 11.

J. Gavin. Lieut. R.N. R.A.F. Leuchars. May 12.

G. Ridings. CPOCK. H.M.S. Hermes. May 13.

C. J. Sparrow. LEM(A). R.A.F. Wyton. May 13.

W. Y. Ross. CPO(OP)S(SM). H.M.S. Cochrane. May 14.

G. Flood. Ex-CPO. March 17. Wardroom caterer H.M.S. Mercury 1941-50, later sub-postmaster at Leydene.



## Facts and figures

Displacement: 2,500 tons.  
 Length: 384ft. (117 metres).  
 Beam: 42ft. (13 metres).  
 Draught: 23ft. (7 metres).  
 Propulsion: Two Rolls Royce Olympus RB209 gas turbines producing a speed in excess of 30 knots; two Rolls Royce Tyne TM3 gas turbines for cruising.  
 Armament: Quadruple Exocet surface - to - surface and quadruple Seacat surface - to - air missiles; helicopter - borne anti - submarine weapons; Vickers 4.5 in. automatic gun; two 20mm Oerlikon guns.  
 Complement: Eleven officers, 42 senior ratings, 118 junior ratings.  
 Pennant number: F171.



## CENTURIES OF ACTIVE SERVICE

Students of maritime history will know that the name Active has been a popular one down the centuries — particularly for small vessels.

One was a hired cutter which was with Admiral Duncan at the time of the Nore Mutiny and at Camperdown in 1797.

But the name has also been borne proudly by larger vessels. The corvette of 1869, for example, which served with distinction during the Colonial wars, is said to have been the last large man-of-war to proceed out of Portsmouth Harbour under sail.

## Largest

First Royal Navy ship to bear the name was a sixth-rate completed in 1759, which was followed by several other frigate-sized vessels between 1778 and 1867.

The First World War light cruiser, which fought at Jutland, was the largest so far — 3,440 tons. Her successor, an Acasta-class destroyer displacing 1,375 tons, served throughout the Second World War on escort duties, taking part in the Battle of the Atlantic and the action which led to the sinking of the Bismarck.

Somewhere between these two in terms of size comes the present H.M.S. Active, one of eight Type

21 general purpose frigates and the third of the class to be built by Vosper Thornycroft at Southampton.

She was launched in 1972 by Lady Lewis, wife of the then Commander-in-Chief Naval Home Command, Admiral Sir Andrew Lewis, and commissioned on June 17 last year.

Like the sister ships of her class, which is the result of collaboration between Vosper and Yarrow Ltd., the Active is powered by Rolls Royce gas turbines and is armed with Exocet and Seacat missiles, a helicopter-borne anti-submarine weapons outfit (she is designed to carry the new Lynx helicopter) and 4.5in. Vickers and 20m Oerlikon guns.

Her action information organization is fully computerised, allowing tactical information to be evaluated and providing target information and control of weapons.

Because of their sophisticated equipment, the Type 21s are manned with only two-thirds of the complement for any equivalent vessel. This reduction of about 80 men means that the ship's 11 officers and 160 ratings

enjoy better accommodation than in other Royal Navy warships.

## OIL CLEAN-UP TASK

H.M.S. Active lived up to her name last month when she helped in the operation to clear oil from the sea off East Anglia after a Greek tanker accident.

This was, of course, an unscheduled activity; on her official programme during May was a five-day visit to Liverpool to enable members of the ship's company to travel to Burnley, the borough which has adopted her.

When the Active commissioned last year a citizen of the Lancashire textile town also "adopted" the ship. Mrs. Sally Murgatroyd, 62-year-old widow of a naval rating, offered to write to anyone in the ship who was lonely.

The Active, commanded by Cdr. A. R. H. Rogers, also has an affiliation with Mount Tamar School, Plymouth.



Motto: Festina Lente  
(Hasten slowly).

## BATTLE HONOURS

Lagos 1759; Trincomalee 1782; Camperdown 1797; Egypt 1801; Lissa 1811; Pelagosa 1811; Ashantee 1873-4; Jutland 1916; Atlantic 1939-44; Bismarck 1941; Arctic 1941; Diego Suarez 1942.

## PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora.  
 Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danes, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedea, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Eurymachus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarrington, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lolotien, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Marston, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod) Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



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# VERSE FROM A NURSE

MA C. W. Ferguson, S.E.N., writing that "the Medical Branch will shortly begin to join the Q.A.R.N.N.S.," sent a poem to the Editor, the last verse of which said:

"I've trapped the skirt, boys  
In Hong Kong and Bombay,  
But put one on me  
No, that's not my way.  
For I'm an old SBA  
me boys —

And I'm going away."

Navy News understands that the future of male and female S.R.N. structures within the Medical Branch is at present being studied, but as yet proposals have not been finalized.

## Ex-Navy badge suggestion

I am 70 and, apart from a nine-month break, served in the Royal Navy from 1924-45.

Ex-matelots are to be found in all walks of life, yet it is a chance word as a rule that lets men know they have both been in the Service. From then on, of course, they are friends.

Outside the ordinary ex-Service badges, I think it would be a great idea if ex-Navy men wore an officially recognised emblem.

Might I suggest a small silver seagull or perhaps a small flatfoot?

G. F. Seymour

Waltham Abbey,  
Essex.

## SAYE PRESERVES THE VALUE OF YOUR REGULAR SAVINGS.

S.A.Y.E. is an unbeatable way to save regularly: You make a fixed monthly payment and the value of what you save is preserved by index-linking. This means that however much the cost of living rises, the value of your savings goes up with it.

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Should you wish to withdraw your money before completion of the five year term, it will be arranged as quickly as possible, and provided your contract is at least one year old you will receive tax-free interest of 6% p.a. (if the contract is less than one year old you simply get back your contributions).

S.A.Y.E. proposal forms and explanatory leaflets are available from banks for payment by bank standing order, or from Post Offices for payment in cash or by GIRO standing order.

Or ask your Pay Office or F.P.O.



## SAVE AS YOU EARN

Your return is linked to the cost of living

Issued by the Department for National Savings.

# Broadsides for B.R. — and R.N.

British Rail do not permit my son, a signalman with the Royal Fleet Auxiliary, to travel from Stafford to Portsmouth via Euston (two trains) on a warrant. A travel warrant means going by the cheapest route — so he changed trains five times and the journey took six hours.

No doubt someone will say that expenditure has had to be trimmed, but don't tell me that defence cuts mean we can't run to a few extra bob for the most efficient way to get a man on leave and back.

After his late arrival at Portsmouth, he turned up soaked to the skin at the re-styled Royal Sailors' Home Club and was promptly turned away because he happened to be one of those nasty rough Merchant Navy sailors. I should quickly add that my son is ex-R.N. and changed to the R.F.A. to get some sea time in!

Similar treatment was meted out to him some months ago at Aggie Weston's in Plymouth when he applied for a few nights' accommodation while on a course at an R.N. establishment.

Surely the R.F.A. and the R.N. are all working for the same firm, aren't they?

Ex-Matelot (H.O.)

Market Drayton,  
Salop.

Government rail warrants mean that travel has to be by BR's cheapest and most direct route. The official view is that while in individual cases the extra cost of a more convenient route might be trifling, in total it would be unacceptably large. Normally, we are told, travel from Stafford to Portsmouth involves changes in

three places — Birmingham, Reading and Guildford. Five changes certainly seem a bit much.

As far as clubs are concerned, some — including the Home Club — have rules restricting membership to present and ex-R.N. and R.M. personnel, and usually these rules are agreed by committees representing the views of the membership. Going outside the ranks of the Navy itself can create the problem of where you then "draw the line."

Another consideration is that clubs are sometimes helped financially by Navy sources — for instance the Home Club has received welcome Tot Fund aid for capital work.

Royal Navy ex-ratings can certainly join — but they must apply for membership. — Editor.

## LETTERS TO THE EDITOR

# Once bitten, twice shy of letting

## End of the pay ritual

I wonder what were the thoughts of any of the old-time Scribes who saw the picture last month under the heading "Last of the Cash?"

The ritual during a pay week started by going through the ledgers and putting in pay due, with an eye for mulets inflicted, promotions, losses of stores and allotment adjustments. Then came the tedious "coining" to advise the paymaster of cash in notes and coins required.

When the day arrived for putting up the cash, a silence descended as we got down to the last few pay envelopes. Would the precise amount of cash be there for the final envelope?

Then on Friday morning the troops went into action. Advance payment for ratings on draft or going on long leave, followed by early payment for watchkeepers and then a short break. Funny how main payment was always piped during the midday dinner break. Then came R and A (Returns and additions). Finally the late spurt — mis-musters and balancing with paying officer, coin book and ledgers.

Surely the writers will not be allowed to get away with losing the function — but perhaps they are now robots tied to the pay computer?

E. M. Jackman  
Ex-CPO Writer

Walkergate,  
Newcastle-upon-Tyne

## M Z memorial

There has come into my possession a small brass plate engraved "In remembrance of the officers and men of the M.Z." The plate appears to have been removed from its original position in 1970.

Should anyone be able to tell me from where it came, I shall be pleased to return it.

Harry Trotter

201, Oxford Street,  
Swansea.

## PENSION 'SNAGS'

Your article on commutation of Service pensions (March) presents the new commutation arrangements without highlighting the disadvantages, I suggest.

It is cheaper to borrow from a bank, finance company or even a back-street moneylender and repay the loan at a fixed rate of interest not related to inflation.

The Service pension is reviewed at the age of 55 to compensate for pension increases since retirement, but increases are not paid on that part of the pension exchanged by commutation for a lump sum. Therefore, on no account is it restored to the original pension awarded on discharge from the Service.

On completion of 22 years pensionable service, I was discharged from the Royal Navy in 1960. My weekly pension was £4 0s. 8d. For a commutation of £1,665 I have paid back over £3,600 and will continue to pay at the rate of over £1,000 a year for the rest of my life.

J. Bull

Havant,  
Hants.

The pension people tell us that the writer appears to have ignored the main advantage of the new resettlement scheme, which is that at the age 55 the pension given up for the lump sum is restored, together with accrued pensions increases.

What his letter does, they say, is to highlight the chief disadvantage of the old life commutation scheme — loss of "indexation" on the pension commuted and the fact that the pension commuted was lost for life.

With resettlement commutation, it is known from the outset exactly how much has to be "repaid" to secure the tax-free immediate capital sum, since only "unindexed" pension is given up for a limited period. — Editor.

We will be receiving damages from MOD to the amount of £145, but in my view this was in no way sufficient. To date, we have spent more than £700 to get the house more or less back to our standard, including good second hand suite (£205), double mattress (£72) and carpet and underfelt (£237). Even so, we cannot put a cost on the time, energy and stress it has caused us.

Possibly other Service families who have let houses to MOD have not been so unlucky but, in the words of the old saying, "Once bitten, twice shy." Never again for us.

Naval wife.

## Who invented Uckers?

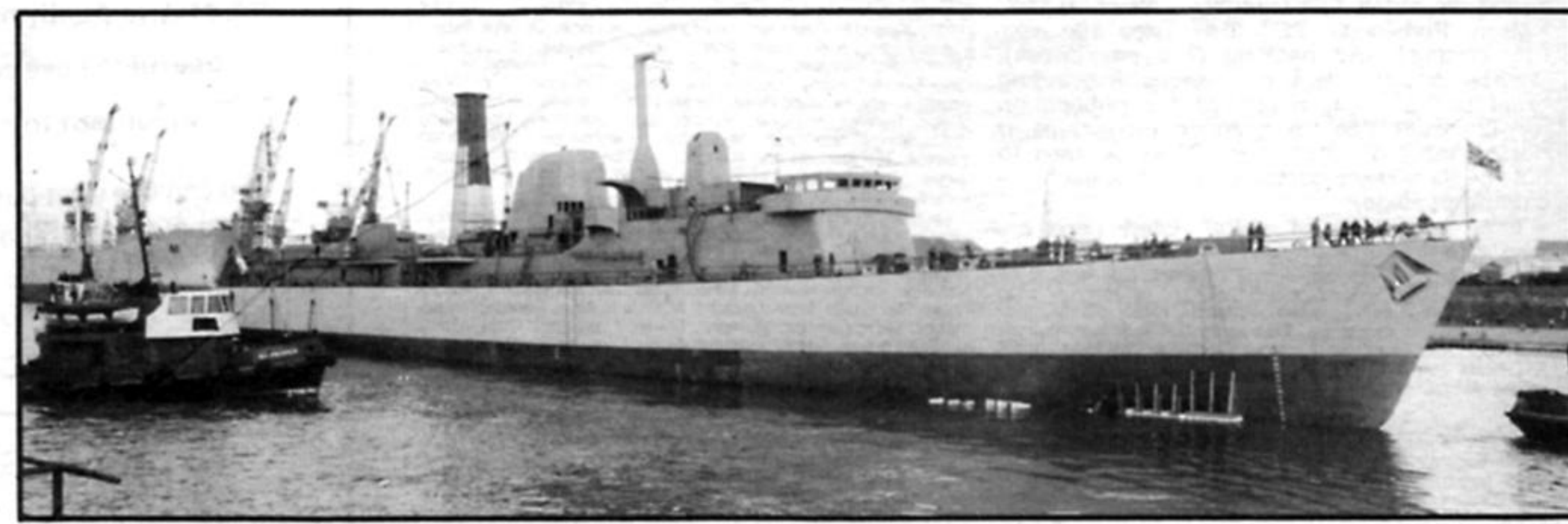
We have four-sided and eight-sided Uckers boards, which are the most popular entertainment in our mess and, I reckon, throughout the seagoing half of the Navy.

Could someone tell me who invented this game, which evolved from Ludo?

J. Loader  
Std.

Junior Rates Mess,  
H.M.S. Beagle.

## ELEGANT EXETER



Amid the clutter of cranes on Tyneside, the attractive lines of the newly-launched H.M.S. Exeter have a certain elegance.

The Type 42 guided missile destroyer, seventh of the class and fifth ship to bear

the name, was launched at Swan Hunter's yard at Wallsend on April 25 by Mrs. F. W. Mulley, wife of the Defence Minister.

Displacing 3,500 tons, the ship will be armed with Sea Dart missiles, 4.5in.

automatic gun, two 20mm guns, anti-submarine torpedoes and a Lynx helicopter and will have a complement of 280.

Picture: CPO(Phot) Jamie Jamieson.





## LET WRENS HAVE SOME FUN, TOO!

In reply to A. H. Moreton's letter (May) about travel for Wrens going to Northern Ireland, I wonder if he has ever thought that perhaps Wrens would like to take their chances the same as Jolly Jack and go second class, hopefully sharing with a male stranger.

Why should Jack have all the fun? At the same time, pusser would save money and Wrens could have some fun!

Jealous  
(PO Wren)

H.M.S. Heron

### The previous Newcastle

In the April edition of Navy News you featured the new H.M.S. Newcastle. Your readers may be interested to know that during the Second World War the previous Newcastle steamed the prodigious distance of 309,289 miles, which works out at an average of 143 miles for every day of the war.

The final chapter of my book "Cruisers at War," due to be published in August, covers the history of this fine ship. For many of the anecdotes in the book, I am indebted to your readers.

Gregory Haines  
Cdr (Ret).

Weobley,  
Hertfordshire

### Gas turbine ■ 'first'

In your appointments column in April reference was made to MTB 5559 as the "first naval gas turbine vessel to go to sea."

I enclose a leaflet issued in 1949 by Metropolitan-Vickers Electrical Co Ltd. and describing the sea trials of MTB 2009, which was powered by Packard diesel engines and a Metrovick gas turbine.

I believe that this was the first R.N. vessel to put to sea powered by a gas turbine, not MTB 5559.

Frank Chadwick

Bury,  
Lancs.

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

# Forces Wives 'making us a laughing stock'

My gross taxable pay for the past year was £3,934 and my monthly drawing rate is £240. On this I manage a modest mortgage on my home, which was bought with the help of the house purchase scheme.

My children, both pre-school age, are adequately clothed and fed. My wife and I do not have much left for luxuries but derive pleasure and satisfaction from our family life.

Surely our life-style is typical of many in the early years of marriage when there are many commitments on a modest salary.

I have, therefore, been rather embarrassed by Press reports of Servicemen on the "poverty line." I have been even more embarrassed by the Forces' Wives Association making statements on my behalf.

My wife has no desire to join this organisation and I would most certainly not allow her to do so. I find it difficult to answer civilian friends' questions about statements the wives have made which are largely inaccurate and with which I do not agree.

One lady was quoted in a national paper as saying she knew of at least two Service wives who were forced into prostitution over money — a tasteless remark reflecting on the moral integrity of all Service wives.

On television the same lady, asked what the pay rise would mean to her, replied "Perhaps a little bit of butter on our bread at the week-ends." Another wife said that perhaps she would now be able to afford shoes for her children, rather than send them to school in wellingtons.

These wives are not only degrading themselves but making us all a national laughing stock by their undignified behaviour.

My wife stops at home, looks after the family and manages our budget — surely a more worthwhile occupation than bringing the fine name of the Service into disrepute.

J. C. Hall  
Leading Cook

Torpoint,  
Cornwall.

I can accept the national Press printing that Servicemen have broken the Government's sacrosanct ten per cent. pay guidelines because they are, in general, ignorant of our pay structures. To have our own paper printing this I cannot readily accept.

Our pay was ten per cent. on

basic with the additional percentage for conditions of service. If the miners' claim were expressed in the same way, they got 46 per cent., but the media described this as ten per cent. basic and a productivity deal.

I also feel it should be pointed out that because the Serviceman has been behind since 1975 and is likely to remain so until at least 1980, his loss in pay averages out at about £750 for each of those years.

Keith A. Spinks  
Lieut. R.N.

Bathampton,  
Bath.

Clearly, "self-financing" productivity deals cannot be applied to the Forces. We believe that, as reported, the ten per cent. guidelines were in effect broken, the explanation being that the additional three per cent. could be regarded as movement towards full restoration of the pay lead implicit in the X-factor concept.

It is also understood that the financial effects of loss of comparability cannot realistically be measured in the way the letter suggests, and that actual lost pay (in both monetary and percentage terms) varies considerably from rank to rank. — Editor.

Our recent pay award and welcomed promise of eventual comparability was not proof that existing machinery is as effective as you would like us to believe (Newsview, May).

The award was, in my view, due to the publicity that the Services received after the firemen's strike, and vociferous protestations by MPs. This ensured that public opinion and sympathy was on the side of the Serviceman.

I agree that the Armed Forces Pay Review Body is a cause of restiveness, not because of our "ignorance" or "misunderstanding" but because of our incredulity that Servicemen are not at least a part of the body. Surely there is at least a need for an independent feasibility study into the setting up of an association of some form for the common representation of our interests.

D. O'Keefe  
PO Writer

Chatham.

## IS THIS FAIR?

I am due for release, having completed five years nine months man's time and two years boy's time. Having applied for a PRVT course, I was told that I could get on it providing no one with more man's time applied.

If a man joins at 16 and does eight years, opting to go outside on 18 months' notice, that means he has done six years man's time. A man who joins at 18 and does six-and-a-half years gets preference because he has done more man's time, whereas the man who joined as a boy has done eight years in the Royal Navy.

Don't forget you still go to sea and do the job you were trained for as a boy.

Is it a fair system?

Disillusioned RO

Portsmouth

Age 18, (or date of entry if later) is the date used when working out service for PRVT purposes. Present rules, we are also told, say that six weeks before a course starts, places are allocated according to length of service, and only after the six-week point can any spare places be allocated on a first-come first-served basis. — Editor.

# Monthly pay?

## Be ready with a Lloyds Bank account

Between August this year and August 1978 all Leading Rates and above will be going over to the system of monthly pay direct to a bank account. If you're one of the servicemen or women involved, you ought to think now about how you're going to manage your money.

For a start, get in touch with your local Lloyds Bank—Lloyds has branches at many Royal Navy establishments and so we've had a lot of experience helping people like you to manage their money.

We can help by giving you a cheque book which means you carry less cash around, regular statements showing how much money you have in your account, facilities for savings—on which interest is paid—and friendly advice when you need it. Allotments can be made through your account so that regular bills, subscriptions, etc., are paid automatically.

Be ready for your monthly pay. Call in at your nearest branch of Lloyds Bank now, or talk to your Supply or Divisional Officer about opening an account with us.



# Lloyds Bank





**If you haven't got the message...**

Ships Ale. Stronger than almost any beer ashore, at a fraction of the price. It's one of the joys of being at sea.



**Whitbread Duty Free Trade Division**







# All hands to the pump . . . get Naiad home

It was "all hands to the pump" when H.M.S. Naiad suffered a mechanical breakdown one day before sailing for home.

Shortly after leaving Standing Naval Force Atlantic, the Naiad's 103,574 miles of trouble free steaming were rudely interrupted by a boiler-room feed-pump shedding its blades in the exhaust steam system.

● All hands to the pump in H.M.S. Naiad's engine room as Greeny Almond, Chippy Burnell and Stokers Smith and Smith join forces to repair their ship.

When the Ikara Leander put in to the U.S. Navy base at Roosevelt Roads, Puerto Rico, volunteers from the Seaman, Electrical and Regulating Branches joined forces with the ME department in a round-the-clock effort to get their ship home on time.

Three days and 1,400 man-hours later the job was done. Steam pipes and valves had been stripped down, cleaned of 2,000 grammes of debris, and reassembled.

The Naiad was on her way home.

## Picture call

Does anyone remember Whirlwind Mk 7 helicopter XK 944? If photographs of it exist, Brunel Technical College, Bristol, would welcome them, particularly any showing XK 944 in either Commando or Search and Rescue front-line roles.

The college has been given XK 944 by the Fleet Air Arm for use by student aviation engineers as a practical training aid.

# SUNSHINE BRITANNIA

## R.N.R. birthday

Plans are underway to celebrate the 75th birthday of the Royal Naval Reserve with a "big eats" session at London's Grosvenor House Hotel, Park Lane, on Saturday, September 30. The invitation extends to past and serving reservists. A full evening's entertainment, including dinner-dance and cabaret, is planned. Tickets at £12 a head are available from Cdr. Cosnett, London Division R.N.R., H.M.S. President, King's Reach, London, EC4.

Sunshine months lie ahead for H.M. yacht Britannia. After a busy Royal Schedule during the summer, she sails next year on a Royal visit to seven countries in the Persian Gulf.

This month she wears the Royal Standard in the sunny Channel Islands. The Queen and the Duke of Edinburgh embark at Portsmouth on June 26 for their visit to Jersey, Guernsey, Sark and Alderney. August will see Britannia taking the Royal Family on their customary cruise to the Western Isles of Scotland, including a visit to Orkney.

Mediterranean sunshine follows in October,

when the Royal Yacht changes roles to hospital ship to take part in a NATO exercise.

## STATE VISIT

Last month the Queen and Prince Philip embarked in Britannia at Kiel for their State Visit to Germany. The Royal Yacht sailed through the Kiel Canal to Bremerhaven and Bremen. While on board the Queen gave a luncheon, a banquet and a reception.

One person not on board Britannia for her summer programme was FCSTD Peter Ford, who has left the yacht after 21 years, all spent in the Royal Apartments.

## Three's company . . .



Picture: LACMN Brian Johnson.

Three's company for this trio exercising in the Clyde areas. H.M. ships Arrow (foreground), Diomedes (centre) and Sheffield are pictured at leisurely speed while providing targets and screens during a "Perisher" course for sub-

marine commanding officers. The Sheffield and the Diomedes joined forces again at the end of May for a week-long visit to Stockholm. With them were H.M. Ships Kent and Arethusa.

## Record KGFS grants

King George's Fund for Sailors gave a record £426,559 in grants to nautical charities during 1977, supporters and voluntary workers were told at the fund's 61st annual meeting.

It was fortunate the fund had had a good year because investigations have shown the number of World War II seafarers approaching retirement age will increase rapidly though the 1980s, reaching a peak soon after 1990.

The number of widows will increase until about 2000, but the combined total should fall gradually from the early 1990s, the meeting was told.

## CHARITIES

About 70 per cent. of KGFS grants go to charities which support the elderly and disabled.

Chairman of the fund, Admiral Sir William O'Brien, reported the retirement of Admiral of the Fleet Earl Mountbatten as president after 36 years of dedicated service. He has been succeeded by the Duke of Edinburgh.

Awards of silver brooches and certificates of merit were made to five long-serving supporters: Mrs. Audrey Banner, of Axminster; Mrs. Olive Eades, Rickmansworth; Mrs. N. Pickering, Edinburgh; Mrs. J. E. C. F. O. Stoy, Beckenham; and Mrs. A. J. E. Taylor, Great Crosby.

## Southampton bows in



H.M.S. Southampton bows in at Vosper Thornycroft's Woolston, Southampton, shipyard. The bow unit is being manoeuvred into position for welding to the main hull structure. The Southampton, the Royal Navy's eighth Type 42 destroyer, is due to be launched later this year.

## CONVENT OF JESUS & MARY

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An independent Day and Boarding School for Girls which is recognized as efficient by the Department of Education and Science. Pupils are accepted from the age of seven and follow a wide curriculum. Classes are small and excellent examination results are achieved in the Oxford General Certificate of Education. Great importance is attached to games for which there are first class facilities. As well as offering a complete and balanced course of studies, the school aims at providing a homely but disciplined environment and places great emphasis on the development of character. The grounds extend to thirty acres and include five acres of kitchen gardens which produce home grown fruit and vegetables in season. Special facilities for Service children.

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Chester	£8.60	Cirencester	£3.85
Manchester	£8.05	Swindon	£3.85
Warrington	£9.50	Marlborough	£3.50
Newcastle under Lyme	£6.90	London (Portsmouth)	£3.50
Stafford	£6.65	London (Gosport)	£3.50
Wolverhampton	£6.10	Hull	£9.25
Birmingham	£5.75		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call

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# Egyptian Temple comes up for air



SEA(D) B. Waddell (left) checks the equipment of SEA (D) S. Whalley before he disappears underwater.



SEA (D) H. E. Wallace (left) and an Egyptian diver surface with a lifting bag used to bring the temple stones from the Nile.

In a mammoth operation carried out by Royal Navy and Egyptian divers the Temple of Augustus Caesar on the island of Philae has been successfully raised from its tomb of mud beneath the waters of the Nile.

The task of salvaging the temple, which dates from 12 B.C., was a testing and dangerous one, but it was one which the teams of naval divers led by Lieut.-Cdr. David Bartlett and CPO Joe Maher — would not have missed.

Working 30ft. below the surface the divers had first to shift 2,000 tons of mud from the site.

Air lifts and high pressure water jets shifted the mud. The stone blocks were numbered in their original position before being raised to the surface by inflated bags. More than 300 blocks, each weighing between half a ton and one ton, were raised.

For the divers, who worked in pairs for safety, the biggest hazard of the underwater "dig" was the constant risk of being engulfed by a wall of mud. The strain of towing and pushing the stone blocks, suspended on their inflated bags also told and forced them to take frequent rests.

## Working 'blind'

Lieut.-Cdr. Bartlett said conditions below the surface were far from ideal. "Mud reduced visibility to the minimum and we worked almost 'blind', groping our way and locating the stone blocks by touch."

The island of Philae was submerged when the Aswan Dam was completed in 1970 and the task of salvaging the temples, for re-erection on the nearby island of Agilkia, began in 1972. Shortage of funds limited the extent of the

operation and the two major edifices, the Gate of Diocletian and the Temple of Augustus Caesar, were left totally submerged.

In May last year Royal Navy and Egyptian divers successfully raised the gate of Diocletian and as a result an invitation was extended to the Royal Navy to return and assist with the final task.

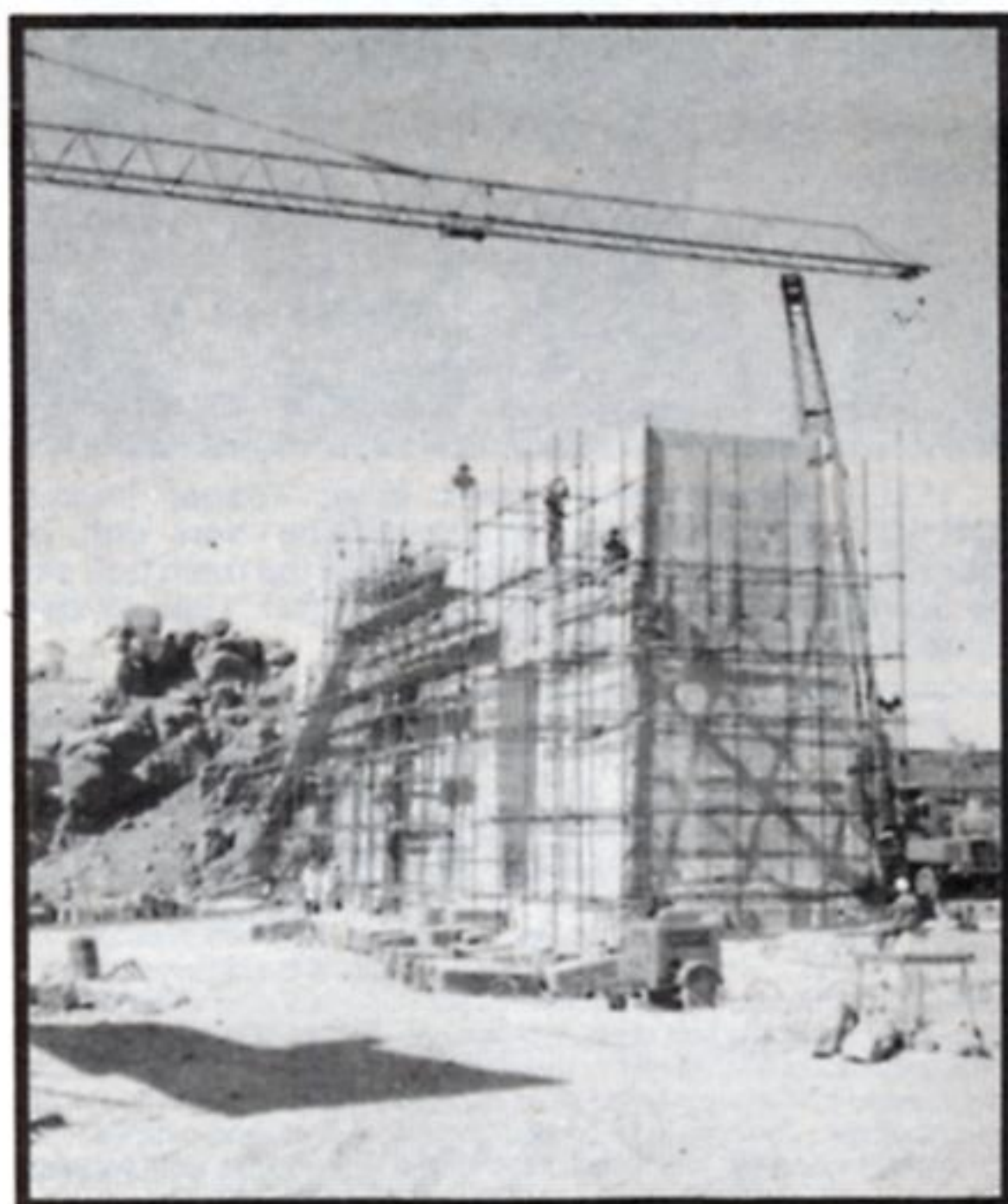
The £21 million project, which it is hoped will be completed in 1979, is being funded by the United Nations Educational, Scientific and Cultural Organization.

For the 35 Royal Navy divers who took part in this underwater "dig" it provided a memorable experience in a different envi-



ronment and the reward of knowing that their efforts have helped to restore edifices which are important both in the legends and history of Egypt.

The temple before it was submerged.



View of the first pylon on Agilkia where the reconstruction of Philae is taking place. Below: SEA (D) D. A. Harris (left) and SEA (D) G. Hall travel by camel to visit the Aga Khan's mausoleum on the hilltop.



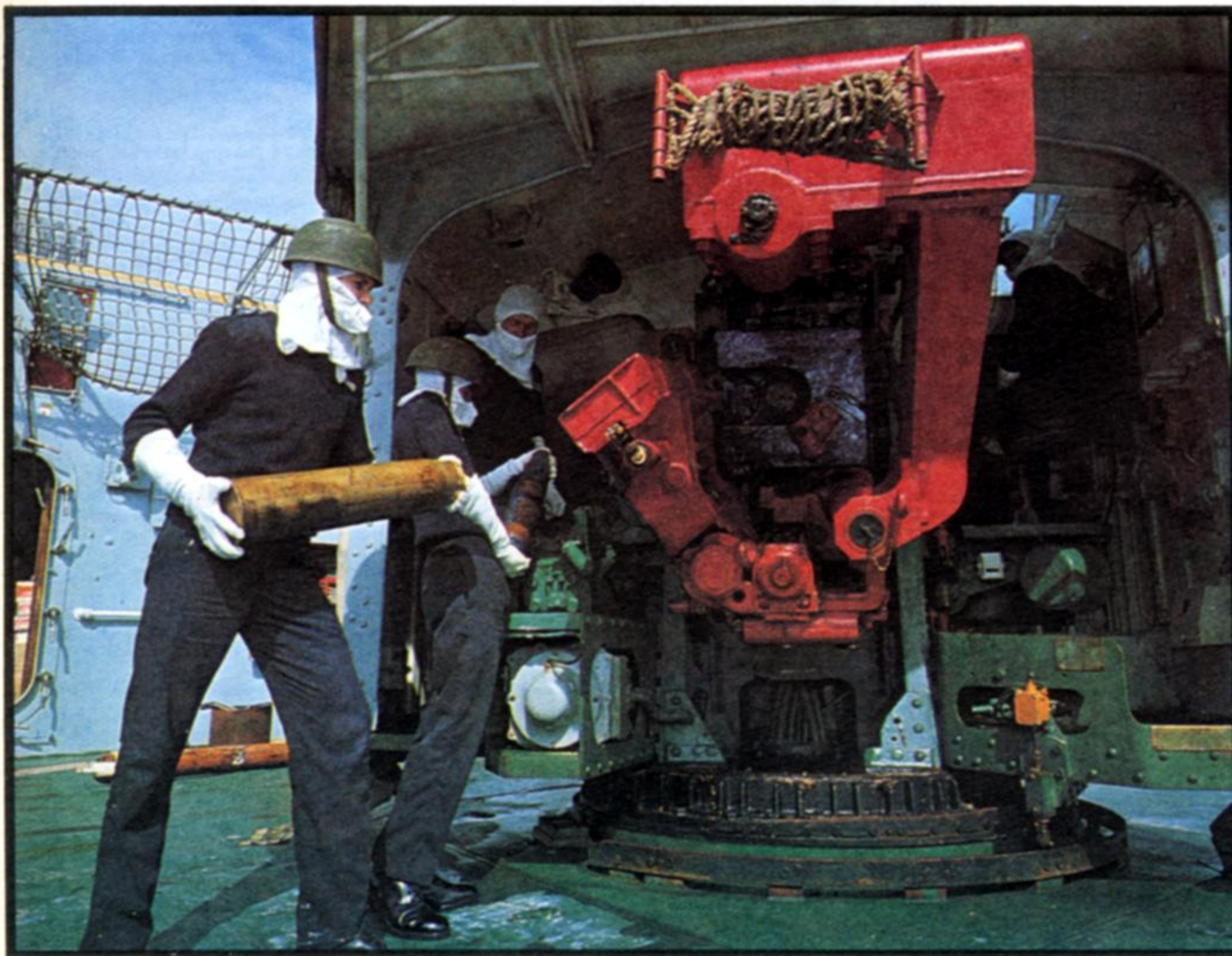
Rear-Admiral J. R. S. Gerard-Pearse visits the site to meet some of the Royal Navy divers. From left are AB(D) H. Minn, SEA (D) B. Waddell and LS(D) T. Devitt. With his back to camera is Capt. D. R. Reffell. Below: The airlift is carried to the diving site by a team of Royal Navy and Egyptian divers.





# Funnen games for Nubian

Below — A run ashore in Odense lies ahead, but practice on the 4.5in. gun must come first.



Fun and games at Odense, Denmark's fourth biggest port, situated 13 miles inland on the island of Funnen, rewarded the hard-working ship's company of H.M.S. Nubian.

It was a well-earned run ashore for the men of the Rosyth-based Tribal-class frigate, and their first foreign visit for two years. Behind them lay a refit, long work-up, and a hard joint maritime course in atrocious weather north of Scotland.

## Rugby and soccer

Rugby and soccer matches against local teams helped warm up the cold days, as did the hospitality of the people of Odense. Each rating received from the city a gift of 20 Danish crowns — about £1.80 — and a guide to Odense, and a local brewery provided a bottle of beer for every man on board.

The commanding officer, Cdr. John Griffiths, was host at a luncheon party on board, and the wardroom dined with the British Consul. To the delight of local children, two ratings "walked the plank" into the cold harbour waters during a pirates' party and film show.

## Country car rides

More than 1,000 people visited the ship when it was opened for four hours. Entertainment was far from one-sided, however, and the people of Odense offered home visits, lunches, dinners and country car rides.

Then it was back up the 13-mile long canal to the North Sea where the Nubian fired her guns, launched her Wasp helicopter and did pre-wetting trials.

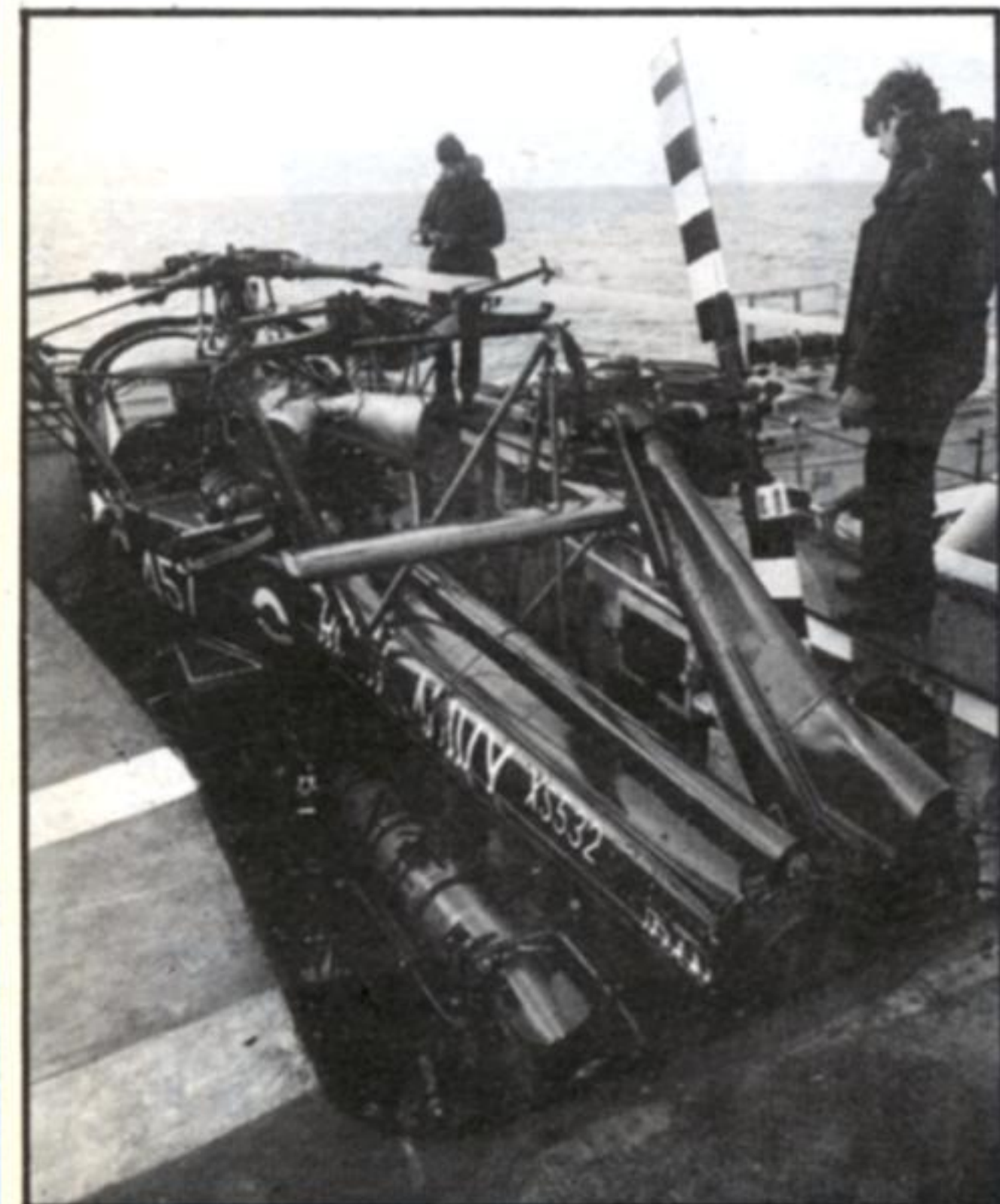


Left — Navy discipline at work in Odense! The Nubian's pirates' party for local children certainly ended with a splash.

Right — Sub-Lieut. Richard Bourne checks the Wasp helicopter before a flight.

Below left — The Wasps' nest. Like an insect emerging into the light, the Nubian's parcelled-up helicopter rises from its compact hanger.

Below — H.M.S. Nubian makes an interesting picture during pre-wetting off the Isle of Harris on the way home from Odense.



Pictures: CPO(Phot) Jamie Jamieson.



## TWO PAGES FOR FAMILIES

### Why stop this allowance?

When a naval officer or rating dies, should the allowance for his children to go to boarding school be withdrawn? The widow of one officer has expressed some strong views.

"It is not generally known," she writes, "that on the death of a man in the Service whose children are receiving a Service education grant, this is taken away at the end of the next term after the father's death. The grounds given are that there is no need for continuity of boarding school education as the need for mobility of the family no longer exists."

"I believe this a short-sighted view when one considers the disruption, both mental and physical, that the child has already gone through. It is also, I feel, an insult to the father, who has put so much of his life at the Navy's service."

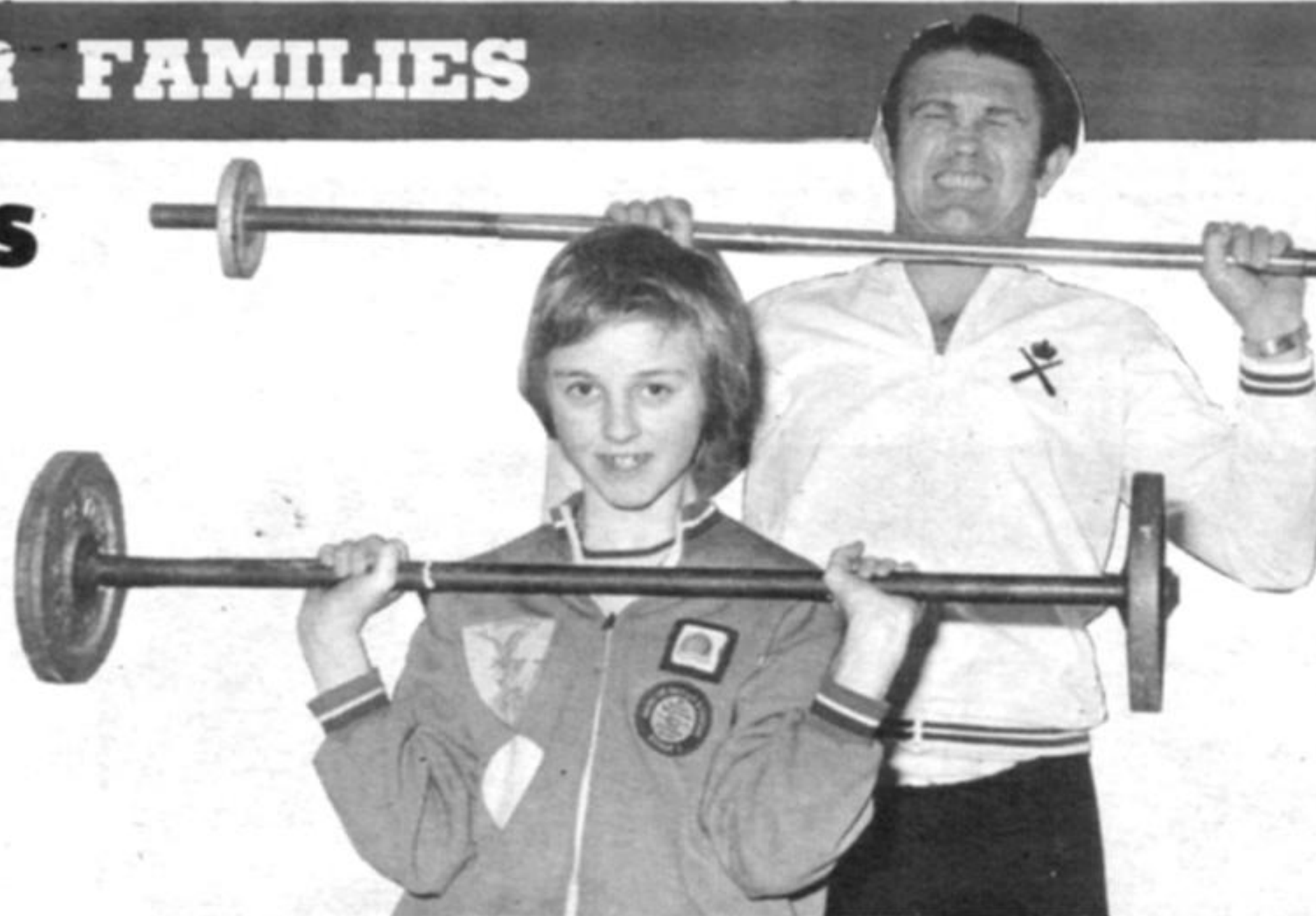
The correspondent is right when she says the official viewpoint is that these allowances are paid to officers and ratings solely on the basis of assisting them to provide eligible children with continuity of education which might not otherwise be possible because of liability to frequent drafts at home and abroad.

They are not paid to the wife or children because they are regarded neither as education grants nor general educational subsidies.

It is stressed that it is only because of the Serviceman's mobility requirement that he gets them and, as with other Service allowances, eligibility ceases when he dies.

"Financial provision for widows and children is made through Forces Family and DHSS (War Widows) pensions. These are based on, and enhanced by, specific provision for children's maintenance," Navy News was told.

So there's the rule and the thinking behind it — and what one widow describes as "a little piece of bureaucratic meanness."



### WEIGHT FOR IT!

Following in father's footsteps — and taking the weight as well — is 11-year-old Paul Newstead, of Colchester, son of PO Michael Newstead, physical training instructor at the leadership school in H.M.S. Pembroke. Dad looks as though the exercise is proving painful.

Paul, a pupil at St Helena School at Colchester, gained his bronze and silver personal survival awards during a visit to H.M.S. Pembroke, passed his 1,500 metre swimming test and successfully tackled the assault course.

## Wise counsel on housing ...

For Servicemen contemplating living in a council house one day, the Soldiers', Sailors' and Airmen's Families Association has a word of advice.

"Put your name on the list for a council house when you apply for a marriage licence — or, if you're married already, when you join the Armed Forces."

Says the spring edition of SSAFA News, "To those expecting to serve for 20 years it may look a lifetime before they will need a council house to retire to. But who knows?"

"For one reason or another the man may be discharged long before that and have to find somewhere to live. Should he die or the marriage break up, his wife and children will have to leave married quarters and will need accommodation. What simpler form of insuring against homelessness — and it costs nothing."

The article says that the Services do all they can to help by advising Service families how to apply to a housing department but the onus rests on the Serviceman himself to get on the list and keep his application up-to-date.

"Housing departments vary in their policy towards Service families. Most councils give no priority, simply

treating Service applications like anybody else's. Some make exceptions when the Serviceman is prematurely released on medical grounds and has had no time to register.

"It is naturally more difficult to get a council house in urban areas of high demand for accommodation such as London, Birmingham, Glasgow and large garrison areas. Even councils who give priority need as much notice as possible."

"Councils operating a special Forces List invariably require confirmation of discharge from the commanding officer. Some also specify that the applicant must have been resident in the area prior to joining the Forces or been stationed locally for varying lengths of time."

"Occasionally it helps to have other members of the family already living in the area."

### Combined necessity

The article says that new towns in some cases provide both employment and accommodation. MOD advise Servicemen on the importance of those wishing to move to a new town to plan their move well in advance.

"A job and/or territorial rights can be a combined necessity before housing applications are considered by some authorities."

"With all these variations to take into consideration, it is even more important to find out what the requirements are in the area selected — and to get on the list as soon as possible."

"The alternative is, of course, to start saving to buy a house."

In the Navy, of course, many do just that, particularly with the aid of the Long Service Advance of Pay and Assisted House Purchase Schemes.

### Wives outstrip the men!

"Our charity football match was played on a very foggy day," wrote Mrs. P. Lawson, a committee member of St Budeaux Community Centre, Plymouth, "and we could hardly see what was going on."

Perhaps that was just as well as the naval wives wore a strip from H.M.S. Warspite, while the men's team was attired in a variety of feminine undress! Needless to say, the ladies won. Anyway, it was all in a good cause, and Mrs. Parsons, of 37, Gray Crescent, St Budeaux, now drops the hint that, as they lack a football strip of their own, any kind offers of help would be welcome.

# Great news from PETER STUYVESANT

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**PS...setting the pace in modern smoking.**

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## BUBBLY ...

### Sippers for Jenny?

"Hey, why should I be left out of the celebration drink?" asks young Jenny after her christening on board H.M.S. Ambuscade.

After the service in the frigate conducted by the Rev. Peter Ainsley, of Portland naval base, Jenny had a family group picture taken with her parents, Lieut. Tim Eltringham and wife Jane, and her grandparents. Lieut. Eltringham is the ship's flight commander.

Picture: CPO(Phot) Steve Hobden.



## ... BABIES!

Baby Rebecca joined mum and dad for the fun on the flight deck (below) after H.M.S. Avenger, eighth and last of the Navy's Type 21 frigates, commissioned at Devonport in early May.

Parents LS Taff Lewis and his wife Margaret were among the many families who attended the event on a beautiful day, some of them travelling more than 500 miles.

Mrs. Frank Judd, who launched the ship in 1975 when her husband was Navy Minister, also attended and presented the Avenger with her first trophy and with two barrels of beer. In return, Mrs. Judd was presented with a bouquet. Attending, too, were the Flag Officer Plymouth (Vice-Admiral J. M. Forbes) and Mrs. Forbes.

The cake was cut by Mrs. Julia Eades, wife of the commanding officer (Cdr. G. A. Eades), assisted by JOEM Kevin Cattermole. Ship's cooks had also prepared a splendid buffet for the guests, families, and ship's company.

# Here's the buzz on ship calls ...

Private radio telephone calls may be made to Royal Navy ships at sea, but a somewhat daunting array of requirements precedes that eventual "Hello darling." The cost, which works out at £2.10 for three minutes (maximum), is likely to be the least of the problems.

One question bound to be asked is, "Who is entitled to make a call?"

The answer must be "anybody," since the regulations refer only to a "caller." This humane view removes doubts in such cases as common law wives.

The very definite official advice is that a radio telephone call "should only be made in extreme urgency, and when a radio telegram would be inadequate."

What then is "extreme urgency?" Perhaps it might be described as an unexpected situation which is causing the caller anxiety or distress, and which could well be eased by a few moments of conversation.

## The 'alleycat' wives

The activities of wives' groups in making known their views over pay attracted plenty of attention both before and after the Services pay announcement. Discussion on the merits of campaigning wives has whiled away many a spare moment on the messdecks and, no doubt, inside many naval homes as reports of local committees and petitions have continued.

Whatever one's view, the activities of the wives certainly brought an added dimension to the pay scene.

On another page in this issue a leading hand expounds his views on the subject. Our postbag also contained a letter from a chief's wife who, while making it abundantly plain that she was not happy with the pay situation, explained why she would never support a naval wives' association.

"Perhaps I am in a minority," she says, "but I feel that although we are not members of the Forces, we owe a certain amount of loyalty to our husbands and the Royal Navy and I feel that this alleycat method of fighting for our rights can only bring degradation to us and take us back to old times when the wives of sailors were regarded in a poor light."

### Service with a smile

Five brothers, all in the Royal Navy and all wearing uniform, were reunited for the wedding at Plymouth of one of the "nap hand." Unfortunately, a sixth naval brother couldn't make it — but a younger one did. Bridegroom was Henry Nixon, of St Helens, Merseyside, a stores accountant serving in H.M.S. Defiance, and the bride was Miss Suzanne Mary Bawden, of Stoke, Plymouth.

with the procedure should lift the phone and ask the operator for "Ships Telephone Service, Portishead Radio."

When Portishead replies, the caller should ask for a ship radio telephone call, giving the name of H.M. ship and the name or designation of the person required.

Portishead will take the caller's number for telephoning back when the radio link with the ship has been established. No charge is made for this initial call.

Next comes the major hurdle, when Portishead advises Comm-icen Whitehall of the booking. If the Fleet Operations Officer / Fleet Duty Staff Officer approves the call, Portishead will be informed and the subscriber advised accordingly.

Even then, a ship will only be able to accept a call "if exercise or operational conditions allow, and if the equipment or manpower can be spared for this purpose."

### Delays

In the past, according to statements to Navy News, there has been variation in the level of readiness of different ships to accept radio telephone calls. In any case, warning is given of possible "considerable delays."

It is particularly emphasized that the connection of a shore telephone call to a ship is a greater problem than that of a call in the reverse direction.

While it would be idle to deny that the tone of the regulation is definitely off-putting, the arrangements do exist, and are worth a try when a crisis looms.

The costs for a three-minute call are: ship within 50 miles of U.K. coast station, 54p plus 17p for each additional minute; ship within 250 miles of U.K., 90p plus 30p for each additional minute; all other areas, £2.10 plus 70p for each additional minute.

The official word on the subject is spelt out in DCI (RN) 303.

## NEXT TIME YOU SIT DOWN TO FISH FINGERS



### spare a thought for the twins

They lost their mother. And their father, a trawlerman, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

# KGFS

King George's Fund for Sailors  
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED AND THEIR FAMILIES



## Navy News

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and 24226 (business).  
GPO line:  
Portsmouth 26040

### Editor:

John Tucker

Deputy Editor:

Chris Horrocks

Assistant Editors:

John Elliott, Joan Kelly.

Business manager:

Lieut.-Cdr. Len Truscott,

MBE, RN (ret.).



## GET WISE ON DCIs

## Expense saving



The Navy's economy target of saving on average one out of every five duty journeys and overnight stops having been achieved, the Admiralty Board now requires "continued effort to stabilize expenditure at about the present level."

However, some minor points of relaxation are announced.

DCI (RN) 264

## ★ Going metric

Metric charts will be introduced into the GCE(RN) navigation examination from March 1979. Until further notice, questions may be set on either metric or fathom charts, and candidates should be familiar with both types.

DCI(RN) 243

# Cooks! Here's some food for thought

The call for volunteers among chiefs, petty officers, and leading cooks (qualified professionally for PO) to become cookery instructors has in the past four years produced only a "trickle response."

Supply officers are being asked to ensure that cooks are aware of the advantages of qualifying as instructors. The training, apart from increasing their own craft knowledge and skill (and hence their prospects in the Service), assists in preparation for a more worthwhile civilian career in the longer term.

Qualified instructors are awarded the Hotel and Catering Industry Training Board Certificate, and also gain priority to attend advanced bakery courses. Very exceptionally, outstanding instructors may be given the opportunity of obtaining the City and Guilds of London Institute 706/3 advanced cookery certificate.

DCI (RN) 294

## ★ Camp staff

Due to the closure of the R.N. establishment at Loch Ewe, Naval Cadet Forces are now to be held at Garelochhead, which is 28 miles from Glasgow by road. Volunteers are required for the RN staff. The dates of the camps are August 14 to 22, and August 23 to 31.

DCI(RN) 263

## ★ Disc deal

H.M. ships and shore establishments, deployed or based outside the range of the B.B.C. Home Services, are eligible to apply for an issue of B.B.C. transcriptions.

The B.B.C. supplies many of its programmes on disc for the use of ships at sea (tapes cost too much to supply). The average allocation is 40 discs a ship, but extras may be bought at £1 a disc.

Strict rules govern the provision of these discs. Failure to comply with the rules would result in the B.B.C. withdrawing the facility.

DCI (RN) 267

## ★ Royal birthday

The date for the observance of the Queen's birthday will be Saturday, June 3.

DCI(RN)J 255



"Don't worry about your cooking — you have the makings of a good instructor!"

## ★ ME, WE report

FCCEA C. S. Beamont (leader), CCY A. Jones, and REMN1 P. C. Gilham are members of a team conducting a study into the reports and returns prepared by ME and WE departments of surface ships, the aim being to reduce the number and content to the essential minimum.

DCI(RN) 278

## ★ Transfer list

"Minor modifications" are announced in the procedures for the transfer of WRNS officers to the Permanent List.

DCI(RN) 293

## ★ Paying off

H.M.S. Salisbury will commence paying off for disposal on June 30, the rundown being due for completion by August 11.

DCI(RN) 290

## ★ Kinema money

"In the money again" as a result of the 1976/77 trading, the Services Kinema Corporation has resumed donations to Service charities amounting to £75,000.

The corporation also contributed £30,190 by way of free films in Northern Ireland, and a further £4,725 was distributed

to selected charities under the standing authority granted by the Council of the corporation in 1973.

In the period under review, the corporation's operating profit rose from £74,009 to £359,558, and the overall surplus from £189,108 to £513,225.

## ★ Reviewed list

After a review of the standard initial training periods for the R.N., R.M., QARNNS, and WRNS, a revised list has now been produced.

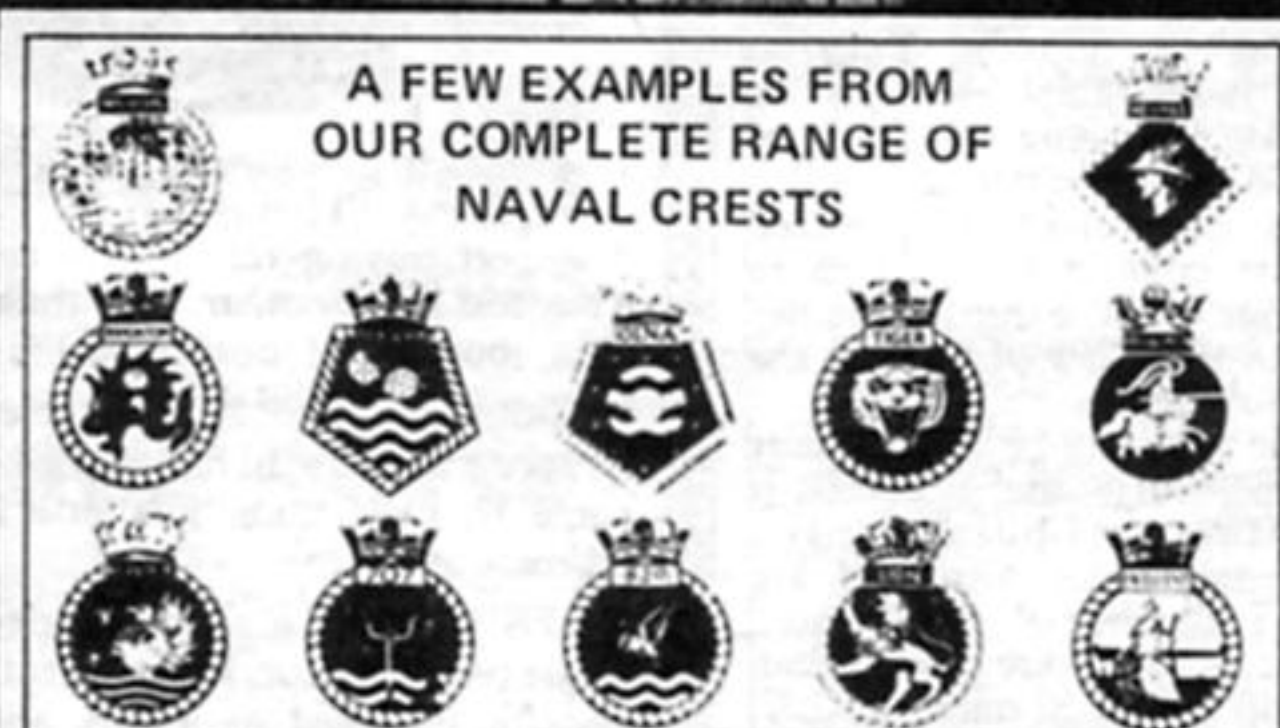
DCI(RN) 292

# 'AT EASE' SWEAT SHIRTS

'At Ease' sweat shirts are beautifully made leisure wear in fleecy-lined 100% cotton material and are available with or without the hood and pockets. They come with your crest permanently printed on the left breast in white or dark blue depending on the shirt colour selected. To order, just indicate in the coupon below: preferred colour, size, type of sweat shirt (standard or hooded) and Naval Crest required. Please enclose the appropriate payment (cheque, money/postal order, cash).

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Shirt Colour	Indicate in boxes 1st & 2nd pref.	Maroon	Navy	Sky Blue	Yellow
Shirt Size	Indicate in boxes Tick in box size required	Small (34")	Medium (38")	Large (42")	
Shirt Type	Tick in box type required	Standard	With hood & pockets		
Price		£6.50 each	£9.50 each		
Naval Crest Req'd		(i.e. HMS, R.F.A., Air Sen, Shore Est.)			

Name \_\_\_\_\_ Address \_\_\_\_\_



### ★ Appeal draw

A Navy-wide draw is the most popular suggestion put forward to the Flag Officer Naval Air Command as a means of supplementing the 1978 First of June Appeal for Royal Navy and Royal Marines Officers' charities.

Draw tickets are therefore being sent out, with the usual subscription lists and covenant forms.

For the 1977 appeal, £4,072 was received in direct response, the total amount raised being £12,966. The total figure included income tax recovered from deeds of covenant, and income from invested funds. Allocations were made to 13 different charities.

DCI(RN) 279

### ★ Fast re-wind

By arrangement with the British Forces Broadcasting Service, taped programmes are supplied to ships in certain areas, but in order to maintain the facility, it is vital that the tapes are returned within eight weeks of receipt.

DCI(RN) 269

### ★ Trophy winners

The Robert Sandison Trophy for 1977 has been awarded to Lieut. (X)(P) N. J. de Hartog and Lieut. (SL)(O) P. A. R. Harrall.

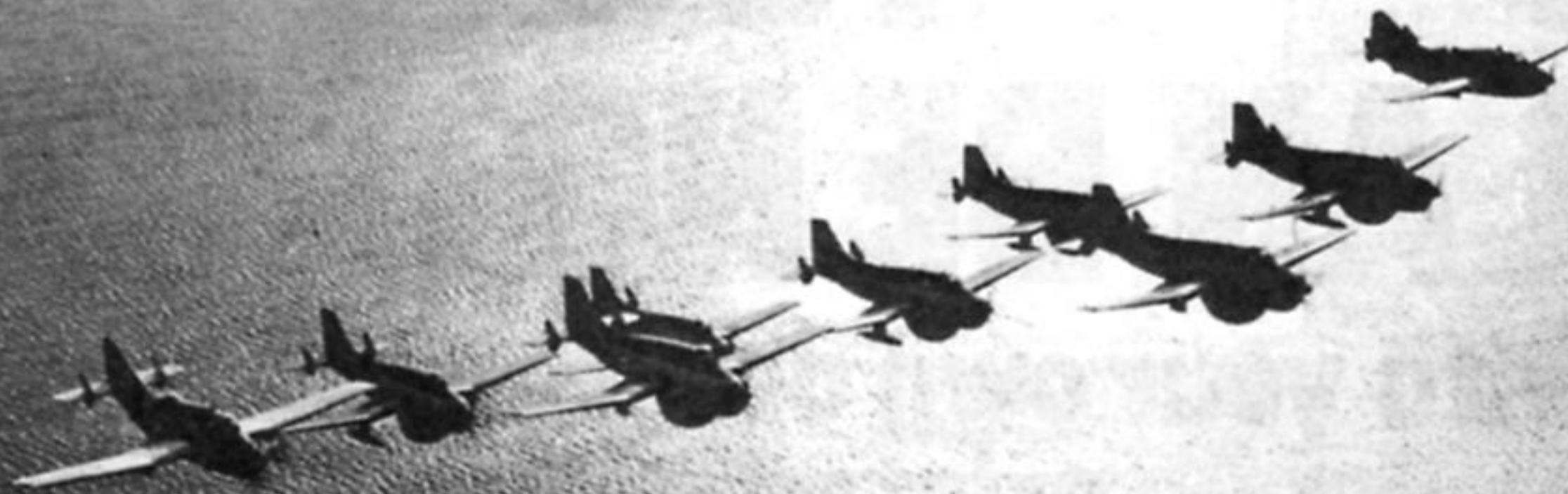
DCI(RN) 244

## GET WISE ON DCIs



The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## And then there were nine!



By pooling their resources, 849 Squadron and B Flight managed to produce nine Gannets to fly in formation over all the major towns in Morayshire as a farewell salute before B Flight's final embarkation in H.M.S. Ark Royal in early April. The following day they overflew R.A.F. Lossiemouth and the town.

## More opt for Dependants' Fund cover

Although the Royal Naval and Royal Marine Dependants' Fund, in the 12 months ending July 31, 1977, lost 5,406 subscribers on release from the Service, another 9,650 new members joined. Total membership now represents 80 per cent of eligible personnel.

The grant payable is to remain at £1,000, and during the year the maximum amount went to the dependants of 55 members who died.

Unhappily, 16 other personnel who died during the year were not fund members. Two of them were married men.

In the case of the officers' fund, the membership figures showed an improvement, but the total still represents only 66 per cent of eligible personnel.

Grants were paid to the dependants of 13 members who died during the year. Eight other officers who died were not members. Four of them were married.

DCI(RN) 305 and 306

## N-Trust waiver extended

Although the "no medical" special concession relating to the Naval Dependants Income and Assurance Trust (N-Trust) came to an end on March 31, discussions with the insurers have resulted in a welcome extension of the scheme.

The concession allowed applicants to obtain one or two units of cover without medical check.

Now it has been agreed that all applicants who have recent PULHEMS classification of P1 or P2 may obtain up to three units without providing evidence of good health.

### NEW RULE

The new rule will continue until further notice, and allow many applicants to obtain up to three units of benefit automatically and to have immediate cover if so desired.

It has to be understood, however, that every applicant must be able to sign the declaration that he is not ill, is not prevented by illness or accident from being able to perform his normal Service duties, and has not been so prevented during the four weeks prior to the date of application.

DCI(RN) 309

### ★ Reserve Hardy

H.M.S. Hardy began reduction to reserve on April 28. The Reserve Ship Unit will assume responsibility for the ship on June 15.

DCI(RN) 280

"Thank you H.M.S. Guernsey, very good health and prosperity in honourable future!" That was the message from Chung Gai Ship Management Company of Hong Kong after the Guernsey had assisted their cargo ship Rose Daphne in the English Channel.

Fire in the engine room, no power and very high seas were making life difficult for the Rose Daphne when the Guernsey arrived on the scene to give assistance until a salvage boat arrived.

A letter of thanks from the owners produced some interesting Japanese-English translation — and an obvious respect for the Royal Navy. "We would like to express our deepest sense of dratitute for the brave and devotional seamanship of you, your officers and crew," wrote the owners to commanding officer Lieut.-Cdr. Chris Welland.

A party of Royal Air Force officers and non-commissioned officers from 201 Squadron based at Kinloss visited the

Guernsey at Rosyth.

The Guernsey and her sister ships of the Fisheries Protection Squadron work closely with the R.A.F. Nimrod squadron based at Kinloss in Scotland and St Mawgan,

Cornwall.

The Guernseys fourth patrol was an eventful one. It started with a visit to the island of Guernsey, and ended with the arrest of two Spanish traw-

lers in nine days.

Both arrests were made while the Guernsey was patrolling in the Western Approaches and southern Irish Sea, and both led to successful prosecutions for illegal fishing.

## GUERNSEY EARNS DEEPEST 'DRATITUDE'

Guernsey at Rosyth.

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## Devonport FMG team sign in

Devonport Fleet Maintenance Group's mobile team announced their presence in Halifax, Nova Scotia, with a huge sign tacked on to their hotel front.

The team was in Halifax to help H.M.S. Phoebe with an assisted maintenance period, which explained the sign: "Trouble free with FMG." No wonder the local population were scratching their heads.

Besides the visit to Canada, Devonport mobile FMG have in recent months assisted ships deployed in Hong Kong and Melbourne. Future trips include Den Helder and San Diego.

## Nostalgia nets £5,000

An "Evening of Nostalgia" at the Royal Albert Hall raised more than £5,000 for the Soldiers', Sailors' and Airmen's Families Association.

The show, which featured the Orchestra of the Royal Marines School of Music, was on the 33rd anniversary of the end of the Second World War.

Principal guests were Prince Michael of Kent and Admiral of the Fleet Earl Mountbatten, president of SSAFA.

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DCI (RN) J 256



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# FRIGATES GO DUTCH



Although there was a chill in the air, the people of Amsterdam warmly welcomed ships of the Royal Navy's Eighth Frigate Squadron in the Dutch capital for a five-day visit in April.

There were receptions for all ranks and rates and the ships' companies had opportunities for cycle and canal tours, brewery and distillery runs and visits to other places of interest, including aircraft and diamond-cutting works, an art museum, and the homes of Rembrandt, Anne Frank and Van Gogh.

Cdr. Keith Day, commanding officer of H.M.S. Plymouth, who in the absence of H.M.S. Ajax was "leading" the remaining squadron members—H.M. ships Charybdis, Scylla and Active, accompanied by R.F.A. Black Rover—called

on the local naval commander and the British Consul-General (Mr. T. J. Trout), accompanied by the British Naval Attache (Capt. D. O'Reilly).

Return calls took the form of a captain's luncheon party on board the Plymouth and flight deck receptions for 250 guests on the Plymouth and the Scylla.

During the visit, ships were open to the British community and general public, and children were entertained. Ashore, the Consul-General hosted a reception for officers, and officers and senior ratings from each ship were entertained at the Royal Netherlands Navy barracks in Amsterdam.

Sports fixtures included rugby, soccer, golf, tennis, and squash matches against Dutch teams and an inter-ship knockout competition, won by the Active. The ships were also able to offer support to the R.N. rugby A and B sides, who won both their tour matches against Netherlands national teams.

● Left: H.M.S. Scylla arrives at Amsterdam.  
Picture: LACK Tom Omrod

## The Winslow Admiral



Admiral Sir Dudley North

In peace time, the wrong man promoted or appointed can have his time curtailed and find himself placed gently on the beach—all according to the rules, but possibly leaving him fuming. His dignity, however, is unimpaired, unless he begins that embarrassing process of button-holing everybody he can corner, in order to explain endlessly what idiots THEY are.

During war, however, when Authority loses confidence in the holder of a key position, he has to go peremptorily—and such was the fate of Admiral Sir Dudley North, who was suddenly dismissed from his post as Flag Officer Commanding North Atlantic, based on Gibraltar.

### ABOUT BOOKS

## SUICIDE PILOTS OF THE FLEET

"When enemy aircraft attack the convoy," the man said, "you will be catapulted off in an old fighter plane that nobody wants, and try to drive them away."

"If you survive, and when your fuel runs out, you cannot return to the parent ship, so you must bale out over the sea. Every effort will be made to pick you up."

Then the man added: "Oh, by the way, the easiest way to bale

out is to fly upside down and . . . er . . . just drop out.

"Good luck!"

So, in the Second World War, were born the "suicide" pilots of expendable aircraft, who were hurriedly assembled to beat the "scourge of the Atlantic"—giant German air liners converted into Condor bombers capable of hitting Allied convoys far out in the ocean.

"Hurricats," by Ralph Barker (published by Pelham's, price £5.25) records the exploits of airmen who were carried aboard specially-fitted merchant vessels and naval auxiliaries.

Royal Air Force pilots among them were volunteers, but the Fleet Air Arm fellows went on normal posting, "not, presumably, because it was feared that volunteers might not be forthcoming, but because the prospect of being launched in mid-ocean with no hope of a dry return, was not expected to daunt members of the Senior Service."

Luckily, Nazi Germany failed to realize the crippling potential of the Condors. Had they been used in greater numbers, the outcome could have been disastrous for the Allied cause, but production was allowed to taper off while the deterrent hit back.

The old Hurricane fighters, becoming the Hurricats, and operated by men of courage "for the hell of it," added another entry to distinguished battle honours.

The subsequent events brought a parallel with the case of the Osborne naval cadet accused

of stealing a postal order. Everybody knows about The Winslow Boy, because of the famous play, but apart from survivors of yesterday's navy, few will have recollection of The Winslow Admiral.

The long, sad tale is told in "A Matter of Expediency," by Charlotte and Denis Plimmer, published by Quartet Books (price £6.25).

Dudley North's downfall followed the failure of the Free French and British to capture the port of Dakar for De Gaulle, the Allied catastrophe being blamed on the fact that the Admiral permitted six Vichy French warships to pass through the Straits of Gibraltar into the Atlantic.

Whether some of them arrived at Dakar to frustrate the Allied operation is argued about, but Dudley North did have standing orders not to interfere with any French naval force unless it was sailing to a German-held port.

### Nasty smell

Did the War Cabinet and Admiralty use the Flag Officer as a scapegoat, and then doggedly dig their heels in to deny him a court of inquiry or court martial?

The reader may find it difficult to form an opinion, but is unlikely to emerge from his study without being aware that there was a nasty smell around somewhere.

Admiral North died embittered, his name having been only partially vindicated. Would it have been any better after a trial? The legal process would have seen a lot of stuff going into the fan and being spread around.

The silence of a clear conscience can often win more friends and prove a deal less painful.

### IN BRIEF

"Patrol to the Golden Horn," by Alexander Fullerton, published by Michael Joseph (price £4.50). Authentic novel based on a submarine attack on a German battlecruiser at Constantinople during the latter stages of the First World War.

"The Four Horses," by Chapman Pincher, published by Michael Joseph (price £4.95). Historical novel centred on the famous Venetian statues, and ending dramatically with a modern hijacking.

"The Pierhead Jump," by Ronald Bassett, published by Macmillan (price £4.50). Further adventures of Lobby Ludd, who featured in the author's previous book, "The Tinfish Run."

"His Majesty's Sloop-of-War Diamond Rock," by Vivian Stuart and George T. Eggleston, published by Robert Hale (price £4.95). Dramatic account of a real "stone frigate"—a pinnacle rising out of the sea off Martinique. Cliffs 600ft. high were scaled by British sailors, who hauled up guns to harass French shipping using Fort Royal.

"Stories of Famous Fighting Ships in the Days of Sail," by Len Ortzen, published by Arthur Barker (price £4.50). Seventeen tales, including the gallant British Revenge, and "the luckiest ship of them all"—the U.S.S. Enterprise.

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## NEWSVIEW

### Will it meet the bill?

As the long-running pay saga subsides and the net results of countless words are coolly calculated in hard cash terms, it remains to be seen which aspects of the debate will prove of lasting significance.

Fierce political cut and thrust was inevitable, while questions like who leaked what, and to whom, formed a tale in themselves. One could be forgiven for believing that imagination played no small part in some of the colourful reports appearing.

On the trade union / federation issue, the suspicion is that the last word has not been heard. But what of the Services wives' movement, claimed to be flourishing and about to make a "personal appearance" in London. A development of moment — or passing phenomenon?

But the real question, surely, is whether on mature consideration the men and women of the Service now feel they will not only achieve, but also maintain, their just deserts in the long-term. Seldom does anyone get all he seeks in a less than ideal world, but there may well be general acceptance that the award and its promise were the best that was to be had.

Ultimately the individual Serviceman decides on personal evidence such as career prospects, rewards and loyalties where his future lies. Ever the blunt realist, he at least now knows where he stands. The hope is that in the package he will see an assured future.

### Useful facility

On another page are set out the rules for making a private radio telephone call to a Royal Navy ship at sea. As explained, the official word stresses that only in extreme urgency should the procedure be attempted.

Everyone must realize that warships are around for good operational and training reasons, that conditions can be difficult and manpower at a premium. But the existence of such a facility, unknown to older generations, must be a source of some comfort for families who are separated.

All should appreciate the reasons for the limitations and avoid abuses. Equally, those responsible for its operation will, no doubt, ensure that in genuine cases every effort is made within the rules to make this useful facility operate as smoothly and humanely as possible.

# Fighting the oil menace

As oil from the wrecked tanker Eleni V transformed Great Yarmouth's Golden Mile into the "Mucky Mile," Royal Navy vessels were at sea spraying the slicks to prevent further pollution. Navy aid was also considerable when the supertanker Amoco Cadiz spewed thousands of tons of oil into the Channel and on to the Brittany coast.

While East Anglia and Brittany curse the oil and count the cost, the questions remain: "What can be done to prevent such incidents?" and "How prepared are we to deal with them?"

The task of dealing with oil pollution at sea rests with the Department of Trade, while the Department of the Environment and local authorities deal with any oil which comes ashore. The MOD has no direct responsibilities other than in Naval ports and harbour areas, and in observing regulations governing the discharge of oil from ships.

#### ● Large-scale accidents

It is, however, recognized that the Services may have a part to play in reacting to oil pollution incidents, particularly large-scale accidents, and may be called on to provide resources for tackling spills which threaten the coastline.

What methods exist for tackling an oil spill when it has occurred? If there is no danger of coasts being polluted, and there are no other likely casualties, such as bird life, it is simplest to let the oil evaporate and disperse naturally. But this is rarely the case. Once an oil spill has occurred, it is cheaper and more effective to deal with it at sea.

Dealing with oil in deep water results in a lower concentration of oil, and this obviously has less effect on birds, fish and other marine life than if the oil is allowed to wash into bays and over shallow banks and beaches.

#### ● Burning off oil

Often, however, it is impossible to deal with oil at sea, and expensive and lengthy beach cleaning operations become necessary.

Burning off oil in stranded tankers is often suggested, but this only results in removing the light oils and petrols, leaving a black sludgy mess which is difficult to deal with by any present method. This untreatable mass may be as much as half the original oil volume.

Another disadvantage of bombing and burning is that the oil tanks are ruptured by internal explosions and release of all the oil at once is likely to overwhelm the anti-pollution ships in their struggle to keep it from the beaches.

The currently accepted way of dealing with oil spills at sea in most circumstances is to use

chemical dispersants. Since the Torrey Canyon spill in 1967, new dispersants have been developed which are a thousand times less toxic. In addition, a highly effective spraying system developed for use by ships is capable of dealing with large amounts of spilled oil at sea.

The U.K. has a capability of dealing with 16,000 tons of oil a day by this method, and the Navy provides a quarter of this capability. Spray gear is carried by naval base tugs and the five Island class offshore patrol vessels, and in a large-scale emergency other RMAS harbour craft and mine countermeasures vessels could be quickly fitted out for spraying.

Recovery is obviously a desirable way of dealing with spilled oil, but a successful method has been hard to find. Hundreds of suggestions have been explored all over the world, but few of any practical value have been found.

The Navy is now building its own oil skimmers — one for each naval base — after a five year research programme. Although designed for inshore waters, they can be used at sea in calm weather conditions.

Six of these recovery craft are now being built by Portsmouth Dockyard for use in the naval bases and will give the Navy a recovery capability of up to 500 tons a day each. This, with the MOD's spray capability, will make a significant contribution to the national response to future oil pollution disasters.

There are other — and less effective — methods

of dealing with oil spills. Indeed, the oil can be left alone. All oils have a self-dispersing ability and some — notably most North Sea oils and Ekofisk in particular will disappear within a few days.

It was the south coast's good fortune that the Amoco Cadiz cargo was a light crude oil with good self-dispersing properties. This, plus, the fact that the Navy and Department of Trade tugs carried out a dispersal blitz on its northern edges, combined with very rough weather conditions, saved the south of England from a repetition of the Torrey Canyon scenes.

During the Amoco Cadiz incident the Navy's aid to the Department of Trade was considerable. Base assistance was given to commercial tugs at Plymouth, and spray equipment was quickly shuttled down from the eastern and northern naval bases.

Chatham sent equipment to Jersey, and Portland provided oil booms for Guernsey. Flag Officer Plymouth made command facilities available at his Maritime Headquarters, and H.M.S. Yarmouth carried out local control and reconnaissance duties, later being relieved by H.M.S. Nubian.

The RMAS tugs Typhoon, Roysterer, Robust, Confidence and Confident sprayed in bad weather conditions and were sometimes the only ships on the task. Many other small RMAS craft stood by at Portsmouth, Portland and Devonport, waiting to fight the inshore battle of the Channel Isles — which fortunately never happened.



The RMAS tug Robust lends a hand to H.M.S. Ark Royal as the carrier leaves Devonport at the start of her final deployment. During the Amoco Cadiz incident (see story above) the Robust was engaged in rather different work. With other naval tugs she carried out a dispersal blitz on the northern edge of the Amoco oil slick, thus helping to save beaches in the south of England.

Picture: LA(Phot)  
Stephen Collinson



# Birmingham goes free!

With bayonets fixed, colours flying and drums beating, H.M.S. Birmingham's company marched through the streets of "their" city to celebrate the award of the Freedom of Birmingham.

Led by the Royal Marines Band of the Flag Officer Naval Air Command, 150 sailors from the Portsmouth-based Type 42 guided missile destroyer were applauded warmly as they paraded through the crowded city centre streets.

Earlier, Capt. Dan Bradby, commanding officer of H.M.S. Birmingham, had received the freedom scroll from the Second City's Lord Mayor, Mrs. Freda Cocks.

## DISTINGUISHED SERVICE

It marked the distinguished service of two previous warships to bear the name, and strengthened the links between the city and the present destroyer.

During the parade, the Birmingham's new Lynx helicopter flew overhead towing the White Ensign and the city flag beneath it.

The Lynx made a spectacular landing in the city centre earlier in the day. Barriers, park benches and flowers were scattered by the down-draught from the blades as the Lynx landed in the Hall of Memory gardens.

## HIGHEST RANKING

Highest ranking of the 30 "ex-Brums" invited to the ceremony was Admiral of the Fleet Sir Edward Ashmore, who retired last year as Chief of the Defence Staff. Admiral Ashmore served as a midshipman in the second H.M.S. Birmingham in 1938.

City and ship exchanged gifts during the day, with the ship receiving a plaque of Birmingham's Coat of Arms made in naval brass, and the city receiving a painting of the guided missile destroyer.

## OTHER HOLDER

Only other holder of the Freedom of Birmingham is the Royal Warwickshire Regiment.

The two previous H.M.S. Birmingham's were a cruiser built in 1913, and a 1936 light cruiser which won battle honours off Norway in 1940 and during the Korean War.

H.M.S. Birmingham has now joined H.M.S. Blake and five frigates on a six-month deployment to the West Coast of Canada, the United States and the West Indies.



Above — Immaculately turned-out sailors from H.M.S. Birmingham parade through the city centre of Birmingham to exercise their right of marching with bayonets fixed, colours flying and drums beating. A guard of honour escorts the casket containing the Deed of Privilege conferring the Freedom of the City.

Picture: LA(Phot) Gordon Ford.

Right — Capt. Dan Bradby, commanding officer of H.M.S. Birmingham, receives the Deed of Privilege from the Lord Mayor of Birmingham, Mrs. Freda Cocks.

Picture: The Birmingham Post and Mail.



## Top of the Photos

Navy and Air Force photographers on the Joint Service Public Relations staff at Victoria Barracks snapped up half the top awards in this year's British Army photographic competition organized from London on a world-wide basis.

PO Stuart Wood and Sgt. Brian Lawrence, R.A.F., captured four of the eight prizes in competition with Army photographers stationed all over the world.

PO Wood's black and white studies of Gurkhas in the Hong Kong Garrison were regarded as outstanding by the judges. Now nearing the end of his tour of duty with HQ British Forces, PO Wood was previously with 809 Naval Air Squadron in H.M.S. Ark Royal.

## Successful soarers

Four members of the newly formed R.N. Model Aircraft Association took part in the R.A.F. Association's annual slope soaring competition at R.A.F. St Athan, South Wales.

REMN2 D. Fletcher, a New Zealander serving in H.M.S. Collingwood, came first in the rudder-elevator aerobatics, and REMN2 R. Griggs, also in Collingwood, was third in the aerobatics open section.

## VT2 back in action

The VT2 hovercraft used successfully in Exercise Whisky Galore last year will again be in action for the Navy this summer. The VT2 has been chartered from mid-May to mid-July for two exercises to transport troops, vehicles and stores ashore where no normal landing facilities exist.

## 'Life begins at F40' for 'new' Sirius

With three years refit and conversion work at Devonport behind her, H.M.S. Sirius has been carrying out trials with her new helicopter in the Channel. Now the Exocet frigate is claiming a world record for launch and recovery of her Lynx during first-of-class trials.

She amassed a staggering total of 888 launches and recoveries in 40 flying hours which (those with pocket calculators tell us) breaks down to one every 2.7 minutes. They were carried out in a variety of conditions.

It was a burst of activity which helps bear out the image created by the sticker now being distributed by the ship and reading "Life begins at F40."

Links of another kind have also been part of the recent life of the Sirius, which is the adopted ship of Portsmouth, where she was built. The frigate's associations with Pompey were well and truly renewed

during a five-day visit, which started when the Lord Mayor (Cllr. George Austin) joined the ship at Portland to sail in.

## COCKTAIL PARTY

Official engagements included a cocktail party on board for civic leaders and local dignitaries and a parade by the ship's company at the Guildhall, followed by a luncheon given by the Lord Mayor. The commanding officer (Capt. Kelly Low) presented a painting to the city on behalf of the ship's company.

## 1,000 VISITORS

More than 20 organized groups visited the ship during her stay and over 1,000 visitors were received on the day the ship was open to the public. The organized tours included a visit by men who served in the Second World War cruiser Sirius. They were invited on board to take a look at the newly-converted frigate and for drinks.

There was a strong sporting programme for the visit, while the social events included a ship's company dance given by the city and many offers of hospitality.



"Take 444" reads the clapperboard, marking what is being claimed by H.M.S. Sirius as a world record for launching/recovery of her new Lynx helicopter (444 launches — and 444 recoveries). With the ship's commanding officer, Capt. Kelly Low, are the Lynx pilot, Lieut.-Cdr. Simon Thornewill, and the 6th Frigate Squadron's communications officer, Lieut. Tom Williams.

## Ashanti rededicates

With repairs completed following her serious boiler room fire last year, H.M.S. Ashanti sailed for sea trials in the spring. About 200 of the ship's company transferred from H.M.S. Tartar at the end of April, and in early May a rededication ceremony for the Ashanti was held in St Ann's Church at Portsmouth naval base.

Following more sea trials the frigate is due to go to Portland for operational sea training.

Guests at the rededication included Lady

Onslow, who launched the ship at Glasgow in 1959, and the Mayor and Mayoress of Southend, with which both the present Ashanti and the Second World War destroyer have been closely linked.

After the ceremony a reception was held on board at which the splendid cake was cut by Mrs. Blackham, wife of the commanding officer (Cdr. J. J. Blackham), assisted by JS Kevin James Oldfield.

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Our two boys ride each Saturday on a small pony which happily trots along through the country lanes. Lessons are given at regular intervals. And you cannot start too early — our younger boy is only three.

Fishing is a relaxing pastime and a small rod has given hours of pleasure to our six-year-old son, who goes fishing with his daddy. A net on the end of a long cane keeps the little one amused for hours; if he doesn't catch many fish there are always plenty of golf balls to be fished out of the lake!

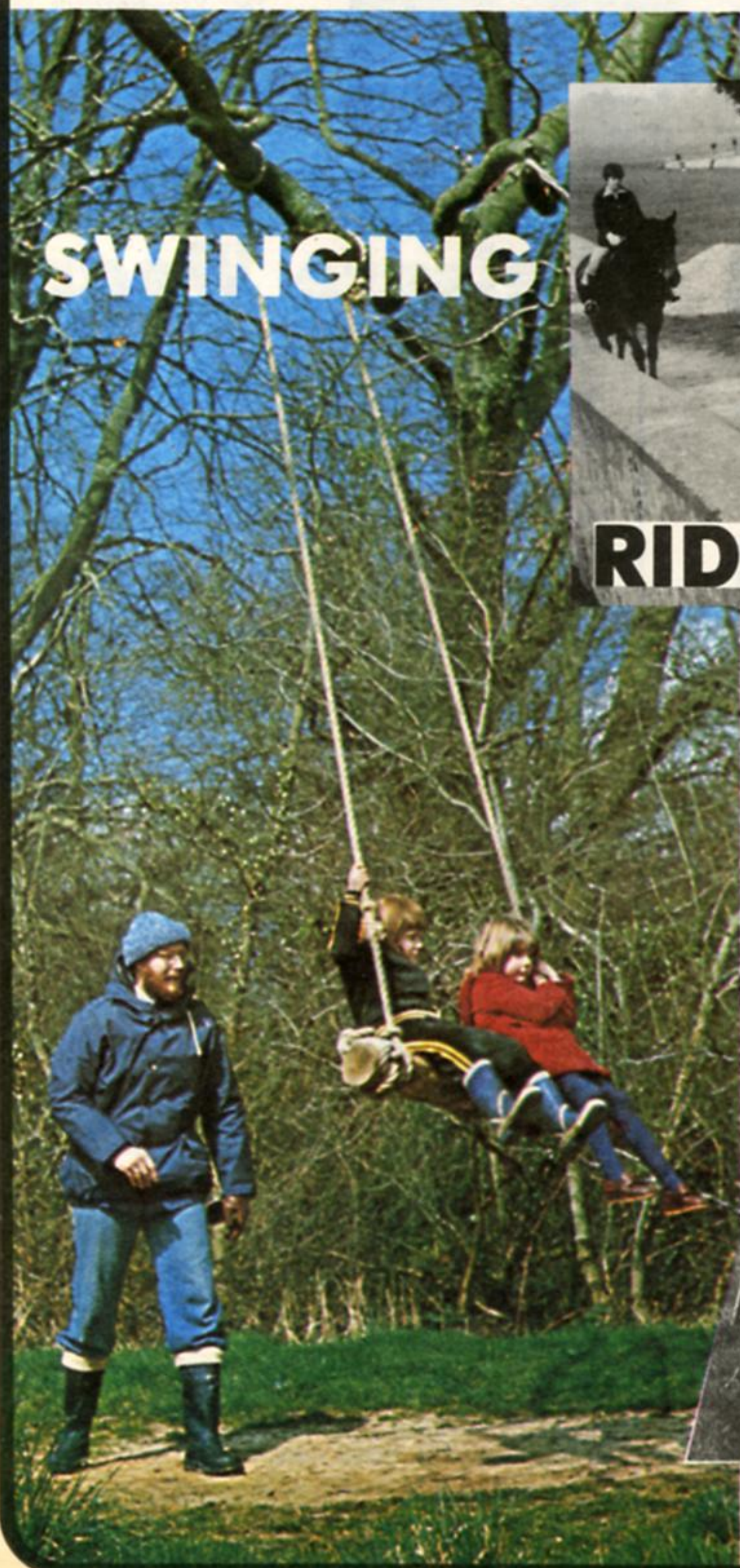
And there's nothing nicer than a rest in the clubhouse, or the spacious patio, at the end of the day at the Centre.

These are the views of Mrs. Gearing, whose husband is a regulating pet. The Gearing family can be seen most week-ends — fishing, picnicking, walking. Arthur and Margaret are good outdoor life and intend to see their six-year-old Dax and Lance, aged to appreciate the countryside and all it has to offer.

Dax is quite a little fisherman and his father and son can fish to their hearts' content. The Gearing family has other attractions and the Gearing boys have a happy hour watching and identifying swans, and the occasional kingfisher.

Both boys have completed a course of lessons at the Saddle Club, which is part of the SPNRC, and part of their Saturday afternoon includes an hour's ride, accompanied on foot. Arthur hopes to learn to ride when the children are older the whole family enjoys the countryside on horseback as well as on foot.

## SWINGING



Picture: LA(Phot) Roger Ryan

**RIDING**

Pictures by CPO(Phot) Tony Wilson



**CLIMBING**





Picture: LA(Phot) Roger Ryan

# GOLFING

# FISHING

than a drink  
outside on  
of a perfect

Margaret Gearing,  
ty officer in H.M.S.  
seen at the Centre  
cking, riding, or just  
reat believers in the  
at their children —  
three — grow up to  
has to offer.

and for just 70p a day  
ts' content. The lake  
ings spend many a  
ing the wild duck,  
er there.

a session of riding  
n is affiliated to the  
days at the Centre  
ed by Mum and Dad  
de so that when the  
can enjoy the coun-  
foot.

The 18-hole Southwick Park golf course is 5,686 yards long, with a standard scratch score of 68. The course extends over parkland to the east and west of the clubhouse and along both sides of the lake. With trees, the river, and lake forming natural hazards, it is said to be a demanding, but pleasant test of a golfer's skill. Full changing facilities are available and there is a professional who gives lessons and maintains a well-stocked shop.

The others featured in CPO(Phot) Tony Wilson's pictures are Stewart and Cheryl MacFarlane and their children, Tracey-Anne, who is five-and-a-half, and Steven, aged three. With their dog, Misty, they live at Fareham.

Stewart is a leading radio operator in H.M.S. Mercury. He first heard about the SPNRC when he was serving in H.M.S. Glamorgan. At that time he visited Southwick Park to see what the Centre had to offer and he found a place where he could "get away from it all."

With two small children and a dog he values the two miles of woodland and lakeside walks, which offer peace

from traffic noise and fumes and a chance for the children to enjoy and appreciate the countryside at their own pace.

The MacFarlanes use the Centre whenever they can. Their caravan allows them to stay overnight at week-ends so they can enjoy two days of uninterrupted peace and tranquillity. With the attractions of a pleasant clubhouse (where snacks are provided and children are made welcome), an adventure playground with swings, a tree house, climbing frames and a slide, and the use of H.M.S. Dryad's swimming pool, Stewart feels the £7.50 he pays each year for family membership is money well spent.

# WHAT IT COSTS . . .

Centre membership (allowing use of the clubhouse, picnic areas, adventure playground, and woodland walks) — Serving personnel: £5 per year, £3 per half year, £2 per quarter; Service families (including children up to age of 18): £7.50, £4.50, £3; MOD(N) civilians and ex-Service personnel: £10 a year, families £15.

Officers and civilians pay an entrance fee of £5.

Casual membership: All Service and other eligible adults, 20p per day. No charge for children.

Other facilities:

- Angling (per two lines) June 16-March 14: Members 50p, juniors 20p; eligible non-members 50p.

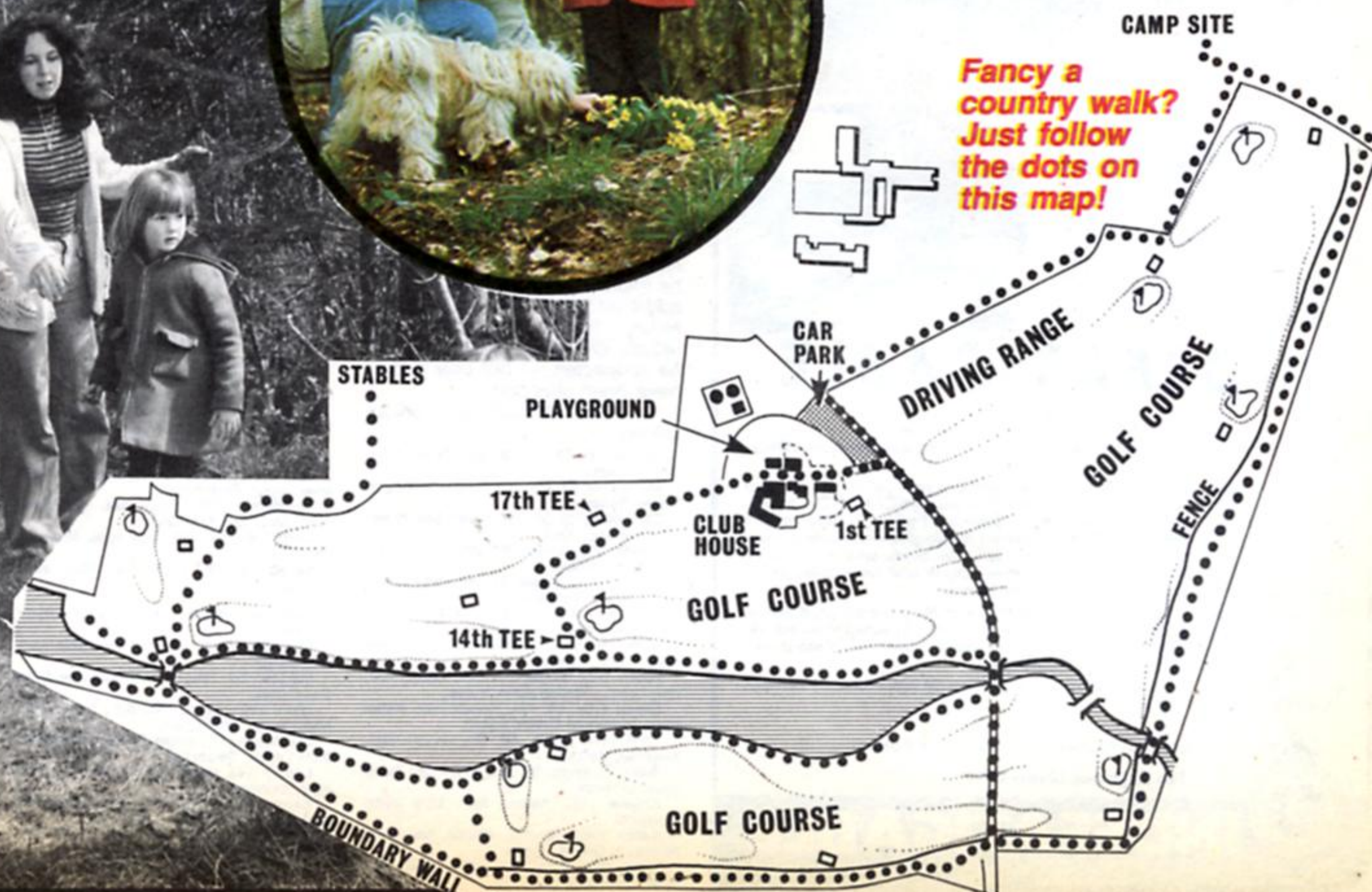
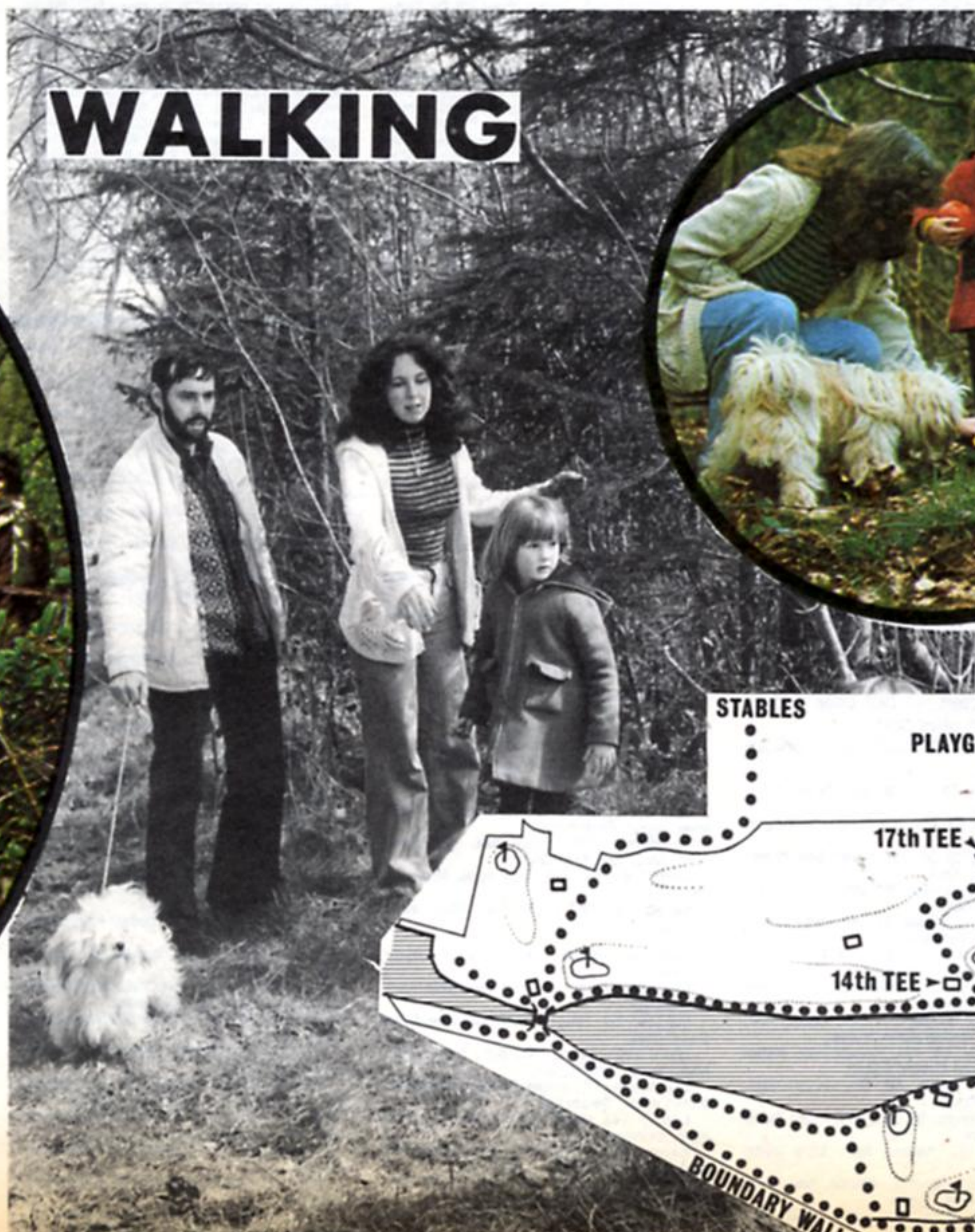
- Boating (children six to 14 years): 10p per hour.

- Caravan site: Members £1 per night, plus 20p per awning; eligible non-members £1.50 per night, plus 20p per awning.

- Camping: Members 50p per tent per night, plus 10p per person over five persons; Eligible non-members 75p per tent per night, plus 15p per person over five persons.

Details of golf course subscriptions, casual rates, and driving range fees can be obtained by telephoning H.M.S. Dryad extension 469 or Cosham 80131.

# WALKING





# VICTORY CLUB

## H.M.S. NELSON - presents

JUNE 1978

DATE	HAPPENING	ENTERTAINMENT	TIME	ADM
Thurs. 1st	POP NITE	Marmalade & DJ John Thompson	8 till 12	70p
Sun. 4th	DISCO NITE	DJ Dick Wood	8 till 1130	30p
Mon. 5th	COMEDY NITE	Hole in the Head Gang DJ Peter Cross	8 till 1130	50p
Thurs. 8th	POP NITE	Billy J. Kramer & the Dakotas DJ JLT	8 till 1200	70p
Sun. 11th	DISCO NITE	DJ Dick Wood	8 till 1130	30p
Mon. 12th	POP NITE	Paint Box & DJ Peter Cross	8 till 1130	50p
Thurs. 15th	SOUL NITE	Souled Out & Trax DJ John Thompson	8 till 1200	Free
Sun. 18th	DISCO NITE	DJ Dick Wood	8 till 1130	30p
Mon. 20th	MISS NELSON CHARM & PERSONALITY CONTEST	Radio 1 DJ Peter Powell and DJ Peter Cross	8 till 1200	50p
Wed. 21st	HMS BULWARK SHIPS COMPANY DANCE	Smackee & DJ John Thompson	8 till 0100	By Ticket Only
Thurs. 22nd	SOUL NITE	Delegation & DJ John Thompson	8 till 1200	60p
Sun. 28th	DISCO NITE	DJ Dick Wood	8 till 1130	30p
Mon. 26th	CABARET NITE	Barley & DJ Peter Cross	8 till 1130	50p
Thurs. 29th	POP NITE	Searchers & DJ John Thompson	8 till 1200	70p

DANCE NIGHTS ON SUNDAY, MONDAY AND THURSDAY  
CINEMA NIGHTS ON TUESDAY AND WEDNESDAY

ANY QUERIES CONTACT C.P.O. MORRIS ON PORTSMOUTH-22351 EXT. 24205

## Nero's of Southsea

DISCOTHEQUE &amp; FUNCTION SUITE

Five Bars and Diner

OPEN WEDNESDAY TO SATURDAY

9 pm - 2 am

SPECIAL RATES FOR NAVAL FUNCTIONS

Tel: Portsmouth 731070

## HONKY TONK CABARET BAR

OPEN SEVEN NIGHTS A WEEK from 7 pm

WITH THE OUTRAGEOUS GEOFF DAVIS

&amp; THE ORIGINAL HONKY TONK BAND

Tel: Portsmouth 732276

## Joanna's Disco Bar

Three Bars and Mess Deck eating

OPEN EVERY NIGHT 8 pm TILL LATE

For the Young and Casual - Tel: Portsmouth 732275

Pleasurama Entertainment Centre, South Parade, Southsea.

## POINTS LEADERS ..

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) in the number of men who have been advanced during April.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, TEL, EDUC, D HYG, and CA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) - Int (7.12.76), 1; LS(EW)RS(W) - Dry, 2; PO(M) - Int (1.12.76), 5; LS(M) - Dry, 7; PO(R) - Int (27.11.76), 4; LS(R) - Dry, 9; PO(S) - Int (29.10.77), 1; LS(S) - Dry, 3; PO(D) - Dry, 1; LS(D) - Dry, 3; PO(MW) - 119, Nil; LS(MW) - Dry, Nil; PO(SR) - Dry, Nil; LS(SR) - Dry, Nil; POPT - 139, Nil; RPO - 228, 2; RS - 297, 2; LRO(T) - Int (14.6.77), 8; CY - 297, 2; LRO(T) - Int (7.12.76), 3; PO(SSM) - Dry, Nil; LS(S)SM - Dry, 3; RS(SM) - Dry, Nil; LRO(SM) - Dry, Nil; PO(UW)SM - Int (3.3.77), Nil; LS(UW)SM - Dry, Nil; POMEM - Dry, 13; LMEM - Dry, 20; POCEL - Dry, 1; LCEM - Int (25.11.77), 2; POEL - Int (5.7.77), 5; LOEM - Int (12.1.78), 20; POEL - Int (17.5.77), 17; LREM - Dry, 31; POWR - 109, 2; LWTR - Int (3.12.76), 5; POSA - 275, 3; LSA -

Int (5.4.76), 2; POCA - Dry, 2; LCA - Dry, 1; POCK - 386, Nil; LCK - 88, 16; POSTD - 335, 3; LSTD - 240, Nil; POMA - 213, Nil; LMA - 163, 4; POAF/POAM(AE) - 160, Nil; LAM(AE) - 115, 3; POEL(A) - 208, Nil; LEM(A) - 122, Nil; POEL(A) - Int (25.6.76), 4; LREM(A) - Int (6.5.77), 7; POEL(AW) - Int (4.1.77), 1; LEM(AW) - Int (12.10.76), 1; POA(AH) - 264, 2; LA(AH) - 66, 5; POA(SE) - 606, Nil; LA(SE) - Int (25.2.77), 1; POA(PHOT) - 380, Nil; POA(MET) - 76, Nil; POACMN - 187, Nil; POWRN AF(AE) - 116, Nil; LWREN AM - 113, Nil; POWREN CK - Int (30.9.76), Nil; LWREN CK - Int (10.8.77), Nil; POWREN DSA - Int (12.3.76), Nil; LWREN DSA - Int (14.1.77), 5; POWREN MET - 68, Nil; LWREN MET - Int (1.6.77), 3; POWREN PHOT - 95, Nil; LWREN PHOT - Int (1.2.77), Nil; POWREN R - 166, Nil; LWREN R - Int (14.4.76), Nil; POWREN RS - Int (15.6.76), 1; LWREN RO - Int (16.3.76), 3; POWREN STD(G) - 130, Nil; LWREN STD(G) - Int (12.5.76), Nil; POWREN STD(O) - Int (1.4.77), Nil; LWREN STD(O) - Int (15.3.77), 2; POWREN SA - Int (4.5.77), Nil; LWREN SA - Int (7.12.77), Nil; POWREN TSA - 335, Nil; LWREN TSA - 221, Nil; POWREN WA - Int (18.2.77), Nil; LWREN WA - Int (17.12.75), 1; POWREN WTR(G) - Int (2.4.76), Nil; LWREN WTR(G) - Int (16.2.76), 5; POWREN WTR(P) - Int (13.1.76), 1; LWREN WTR(P) - Int (21.6.76), 1; LWREN WTR(S) - Int (18.10.77), Nil; POWREN DH - Int (6.5.77), Nil.

## .. AND PROMOTIONS

Special Duties List. The following officers have been provisionally selected for promotion on October 1:

Seaman - to commander: W. A. Twist, D. H. Fowler.  
Engineering - to commander: A. V. Kay, D. B. Sharpey.  
Supply and Secretariat - to commander: J. E. J. Avery.  
Medical Services - to commander: A. C. Mackay.

Royal Marines Special Duties List - to captain: J. V. Lewis, J. Devin, J. W. Morley.  
Royal Marines Band - to captain: T. Freestone, A. C. Finney.

Supplementary List. The following officer has been provisionally selected for promotion on September 1:

Seaman - to commander: R. McLean.  
The following promotions on the Special Duties List have been approved with effect from April 1 subject to medical fitness:

Seaman - to lieutenant: C. J. Lishman, K. Miller, D. L. Ashton, B. R. Nicolle, A. J. G. Hodgson, K. N. Pearce, P. B. Bayliss.

Engineering - to lieutenant: T. G. Casey, J. W. Miller, K. Newton, L. Peck, M. W. Totill, J. A. McCarthy, A. C. Holmes, M. J. Grout, A. C. Moore, S. R. T. Lally.

Supply and Secretariat - to lieutenant: D. Faulkner, G. E. Booth, R. A. Richardson.

Medical Services - to lieutenant: J. R. Fraser.

Women's Royal Naval Service. The following officers have been selected for promotion when the next vacancy in the higher rank occurs:  
Chief Officer: A. Savill.  
First Officer: R. N. Ball, F. Sharp, P. M. Booth.

The following promotions have been approved with effect from April 1:

Second Officer: H. J. Cutler, B. I. Morgan, S. E. Compton, A. E. Fairhurst, S. L. Bennett, M. E. Tricker, M. K. Mills, M. Craven, G. G. Alkenhead, M. J. B. Lyall, E. S. J. Davis, J. Friend, A. H. Ashpitel, P. J. Jamieson.

Provisional selections for promotion to captain (Royal Marines) on April 1 are confirmed.

The following ratings have been selected for promotion to commissioned rank—

To Acting Sub-Lieutenant (E)(AE)(L): D. M. Craig, W. B. Geddes, C. L. R. Pritchard.  
To Acting Sub-Lieutenant (E)(AE)(M): K. J. Davidson, D. J. Campbell, D. F. Smith, M. Rawlings, B. R. Stevens.

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

### OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) - G. M. Cooper (Newcastle), J. W. Fievez (Kent), R. Dewberry (Nubian).  
To CPO(R) - J. H. Masters (Antrim), M. W. Wyatt (Norfolk), M. Bennetts (Brighton), T. Kirby (Mercury), K. J. Robinson (Tiger).  
To CPO(S) - T. W. Millett (Dryad).  
To CPO(D) - D. Hilton (Falmouth).  
To CPO(SR) - J. M. Dornier (Endurance).

### SUBMARINE SERVICE

To CPO(R)(SM) - J. E. Frampton (Dolphin), W. R. Williams (Dolphin).

### REGULATING BRANCH

To MAA - J. A. Burgess (Aniadne).

### SUPPLY & SECRETARIAT

To CPOWTR - T. T. Hills (Excellent), W. C. McDonald (Capt. FP Cochrane), A. J. Tuck (Centurion, D2M).  
To CPOSA - R. A. Waudby (DNR), W. Mackie (Osprey), F. G. Keeling (Rhy), A. M. Collins (Charlybids), J. D. Midgley (Scylla).  
To CPOCK - A. J. Bolt (FO Plymouth), D. Logan (Sheffield), M. G. Mercer (Pembroke).  
To CPOSTD - W. J. R. Walde (COM-NAV SOUTH).  
To CPOCA - A. Henderson-Thynne (Dartmouth), F. S. C. Gibbs (Hecate).

### WEAPONS ELECTRICAL

To CCEL - D. Lakeland (Renown, Stbd).  
To COEL - K. E. D. Leith (Porpoise), P. W. Ellis (Neptune), A. S. Gollop (Avenger), S. D. Hall (Neptune).

### MARINE ENGINEERING

To CMEM - R. Liddell (Tiger), W. A. Altenberg (Raleigh), K. J. Hawksworth (Fife), K. Poulton (Phoebe), V. R. Guest (Sultan), T. Dales (Britannia), K. Bruce (Newcastle).  
To ACMEM - G. S. Cox (Salisbury), R. Smith (Lennon), B. M. Donnelly (Naiad).  
To ACMEAP - G. J. Such (Nelson), D. E. Oakland (Fearless), A. C. Coombes (Fearless).

### FLEET AIR MURPHY

To CPO(AH) - M. V. Murphy (Heron), R. C. Sparkes (Hermes).  
To CPOACMN - P. R. Hammond (FONAC).  
To CEL(AW) - B. H. Melliss (SNO, RAF Honington), W. R. F. Davies (Osprey).  
To CEL(A) - G. F. O'Connell (FOST), G. Crawford (SNO, RAF Leuchars).  
To CREL(A) - T. R. Driver (Hermes), E. T. Rankine (Seahawk).

## Collingwood's guest

Vice-Admiral J. S. C. Lea, Director General of Naval Manpower and Training, will be the guest of honour at the 32nd annual Collingwood dinner, to be held on Friday, June 2.

## Yarmouth PO commended

POMEM Tom Neason was in the boiler room of H.M.S. Yarmouth when a joint blew in the turbo-alternator, super-heated steam jetted out under high pressure and half the lights failed.

His calmness, speed of reaction and presence of mind in the next few minutes not only brought the situation under control but kept danger to his shipmates and damage to expensive machinery to a minimum.

For his "high standard of professionalism" in a situation of intense noise and acute danger, PO Neason (pictured here) has received a commendation from Admiral Sir Henry Leach, Commander-in-Chief Fleet.

The presentation was made on board H.M.S. Yarmouth at Gibraltar by Flag Officer Gibraltar, Rear-Admiral M. L. Stacey.



## DIARY DATES

Many people in the U.K., especially those living many miles from the coast, rarely see a sailor or a warship. Readers may be interested, therefore, in this list (issued by the Department of Naval Recruiting) of shows, exhibitions, concerts, and other events at which you can "Meet the Navy."

28 RNH Plymouth Concert, St James Hospital (Portsmouth) Open Day; 28-29 Royal Norfolk Agricultural Show; 28-29 2 Henley Royal Regatta; 29 Portsmouth public field gun run.

JULY 1 Hanworth Carnival, Manchester Lord Mayor's Show, HMS Dolphin Open Day, Drake Island Open Day, Harefield Village Fete, Hatfield (HSA), Exeter, Plymouth Air Show; 1-2 Rosyth Navy Days, Dartmouth Carnival, Hook Gala; 1-2 Ship visit to Wisbech; 1-5 Aberystwyth sea-front; 1-7 Hull area visits; 2 Winchester Cadet Tattoo, Wilton House Fete, Dundee Highland Games, Stockbridge School; 3-7 Tynwald Ceremony (Isle of Man); 3-8 Maryport Carnival; 4-6 Butlins Minehead; 7-9 Southampton Show, Chorley Carnival; 8 Exeter Air Day, RPC Open Day, Teesside Steel Family Day, HMS

Dryad Country Show, IBM Open Day, Newport Carnival, Hull BP Sports Gala, ND Bath Sports Day, Bridgton Show, 8-9 Dagenham Town Show, Blackpool Air Pageant; 9 Burton Regatta, Bromley Park Family Day, Hull Aero Club Display, Royal Tournament; 11-22 Morecambe sea-front; 12 Oundle School Open Day; 13 Dorchester Carnival; 13-15 Finchley Carnival; 14 Paignton Dairy Festival; 15 RNR Regatta (Cardiff), Studley High School, Basingstoke Tattoo, Wade Deacon School, Whitehaven Carnival, Malvern area schools; 15-16 Corby Highland Gathering and Tattoo, Nailesea Traction Engine Rally, Strathallan Open Air Days; 16 Culzean KGFS Concert, British Grand Prix (Brands Hatch), Chobden; 18 Milk Marketing Board Race (Leven); 18-20 East of England Show; 18-22 Meet the Marines at Lymington; 19 HMS Vulcan Scrambler Night; 20 Cumberland Agricultural Show, HMS Vulcan Concert; 21-22 Liverpool Show; 22 Maritime and Industrial Exhibition (Swansea), Sutherland Agricultural Show, Horley Comprehensive School Fete, Howard School Fair, HMS Daedalus Air Day; 22-23 Portland Open Day, Bournemouth; 23 Weston Park Air Day; 24-31 Afan Lido; 25 RNAW Perth Open Day; 25-27 Royal Welsh Show; 26 Angus Agricultural Show, RNAS Culdrose Air Day, Exmouth Carnival, Sandringham Flower Show, Caithness Agricultural County Show; 27-29 Deal Regatta and Carnival, St Helens Show; 27-30 Teesside Festival; 27-31 Inverness Cadet Tattoo; 28 Cleethorpes Carnival; 28-30 Northampton Show; 29 Port Talbot Carnival, STC (Paignton) Fete, Abergavenny Border County Show, Colston Hall Concert (Bristol), Lochaber Highland Games; 29-30 Heckington Show, Kegworth Steam Engine Display; 29-31 Redbridge Carnival; 30-August 5 Llandudno Carnival; 30-August 6 Tyneside Exhibition; 30 Old Warden, Freshwater & Totland Carnival; 31 Turriff Agricultural Show, Afan Lido.

## Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected - but only if they have been stamped.

Details of the applicants are as follows:-

Jackie (16), 5ft. 1in., fair hair, brown eyes, Grays, Essex.  
Marie (16), 5ft. 4in., brown hair, blue eyes, Grays, Essex.  
Christine (16), 5ft. 4in., brown hair, brown eyes, Welling, Kent.  
Lynda (21), single, 5ft. 2in., brown hair, blue eyes, Bolton.  
Heather (23), single, 5ft. 2in., brown hair, brown eyes, Southampton.  
Kathleen (42), single, 4ft. 11in., brown hair, brown eyes, Plymouth.  
Julie (15), 5ft. 5in., brown hair, grey-green eyes, Colne, Lancs.  
Helen (17), single, 5ft. 2in., brown hair, hazel eyes, Featherstone, Yorks.  
Elaine (16), 5ft. 4in., brown hair, brown eyes, Woodford Green, Essex.  
Terri (17), single, 5ft. 5in., brown hair, Keighley, Yorks.  
Sue (21), single, 5ft. 2in., brown hair, hazel eyes, Grimsby.  
Angela (16), blonde hair, blue eyes, Liverpool.  
Karen (16), 5ft. 5in., blonde hair, slim, Woodford Green, Essex.  
Linda (23), single, 5ft., brown hair, blue eyes, Plymouth.

Maisie (47), divorced, 5ft., brown hair, blue eyes, Redcar.  
Sylvia (39), divorced, auburn hair, blue eyes, Brentford, Middlesex.  
Karen (16), 5ft. 4in., brown hair, green eyes, Bolton.  
Ann (16), 5ft. 6in., brown hair, blue eyes, Finedon, Northants.  
Anita (16), 5ft. 3in., brown hair, grey-green eyes, Grays, Essex.  
Linda (20), single, 5ft. 4in., brown hair, blue eyes, Dudley, West Midlands.  
Ruth (16), 5ft. 10in., brown hair, brown eyes, Wool, Dorset.  
Carole (16), 5ft. 6in., blonde hair, blue eyes, Liverpool.  
Sue (22), single, 5ft. 5in., brunette, green eyes, Stirling.  
Yvonne (23), single, 5ft. 2in., brown hair, hazel eyes, Ballymoney, Co. Antrim.  
Frances (17), single, 5ft. 5in., brown hair, blue eyes, Morden, Surrey.  
Joyce (30), divorced, brown hair, blue eyes, three children, Birkenhead.  
Jackie (30), divorced, 5ft. 2in., brown hair, grey-blue eyes, one son (8), Nottingham.  
Karen (18), single, 6ft., brown hair, grey-blue eyes, Worcester Park, Surrey.  
Sue (21), single, 5ft. 7in., auburn hair, green eyes, Portsmouth.  
Stephanie (15), brown hair, blue-green eyes, Mountain Ash, Glam.  
Anita (16), fair hair, blue eyes, Mountain Ash, Glam.  
Sarah (16), 5ft., brown hair, hazel eyes, St Austell.

Lynn (16), 5ft. 3in., brown hair, blue eyes, Manchester.  
Lyn (16), 5ft. 3in., blonde hair, blue eyes, Cambridge.  
Liz (16), 5ft. 5in., blonde hair, blue eyes, Cambridge.  
Carol (18), single, 5ft. 8in., brown hair, hazel eyes, Birmingham.  
Stephanie (17), single, 5ft. 6in., black hair, brown eyes, Swansea.  
Lesley (18), single, 5ft. 5in., fair hair, blue eyes, Dundee.  
Karen (20), single, 5ft. 3in., brown hair, brown eyes, Newcastle-upon-Tyne.  
Anne (17), single, 5ft. 4in., brown hair, brown eyes, Birmingham.  
Debbie (15), 5ft. 5in., brown hair, green eyes, London.

Lynn (23), single, 5ft., blonde hair, blue eyes, Birmingham.  
Miss D. (17), single, 5ft. 3in., blonde hair, blue-green eyes, Weston-Super-Mare.  
Debbie O. (15), 5ft. 1in., brown hair, brown eyes, London.  
Sharon (17), single, 5ft. 6in., brown hair, hazel eyes, Erith, Kent.  
Tracy (17), single, 5ft. 5in., blonde hair, blue eyes, London.  
Carol (18), single, 5ft. 4in., brown hair, hazel eyes, London.  
Susan (20), single, 5ft. 4in., brown hair, blue eyes, Birmingham.  
Jeana (20), divorce pending, 5ft. 5in., brown hair, blue-green eyes, two sons, Gloucester.  
Jane (16), 5ft. 4in., auburn hair, hazel eyes, Grays, Essex.  
Sue (15), blonde hair, blue eyes, Salisbury, Wilts.  
Caroline (15), 5ft. 3in., blonde hair, blue eyes, Tunbridge Wells.  
Katie (15), 5ft. 4in., brunette, blue eyes, Tunbridge Wells.  
Rosemary (26), single, 5ft. 6in., brown hair, brown eyes, Hayes, Middlesex.  
Wendy (34), divorced, 5ft. 2in., black hair, brown eyes, three children, Plymouth.  
Barbara (33), divorced, 5ft. 2in., auburn hair, blue-green eyes, two children, Plymouth.  
Eileen (24), divorced, 5ft. 5in., brown hair, brown eyes, one son (6), London.  
Jackie (17), single, 5ft. 7in., brown hair, blue eyes, Southend-on-Sea.  
Carole (19), single, 5ft., brown hair, brown eyes, Manchester.  
Jackie (16), 5ft. 4in., brown hair, brown eyes, Westcliff-on-Sea.  
Anita (22), single, 5ft. 4in., brown hair, brown eyes, Southall, Middlesex.  
Avril (16), 5ft. 6in., brown hair, brown eyes, Grays, Essex.  
Jackie (15), 5ft. 6in., brown hair, hazel eyes, Chesterfield.  
Patricia (34), divorced, 5ft. 2in., brown hair, blue eyes, two children, London.  
Jill (34), widow, 5ft. 5in., brown hair, hazel eyes, slim, Littlehampton.  
Pam (16), 5ft. 4in., brown hair, blue eyes, Denbigh.  
Jane (18), single, blonde hair, green eyes, Godalming.  
Donna (19), single, 5ft. 4in., blonde hair, grey-blue eyes, Hounslow, Middlesex.

Allison (19), single, 5ft., brown hair, brown eyes, Salford, Merseyside.  
Gillian (15), 5ft. 4in., brown hair, brown eyes, Hayes, Middlesex.  
Julie (17), single, 5ft. 1in., brown hair, blue eyes, Hounslow, Middlesex.  
Della (17), single, 5ft. 7in., brown hair, brown eyes, Cheddar, Somerset.  
Melanie (16), 5ft. 7in., brown hair, green eyes, Cheddar, Somerset.  
Angela (16), blonde hair, blue eyes, Coventry.  
Diane (18), single, 5ft. 7in., brown hair, brown eyes, Harlow, Essex.  
Elaine (50), widow, 5ft. 10in., fair hair, blue eyes, Peterborough.  
Maria (17), single, 5ft. 7in., brown hair, hazel eyes, Gosport, Hants.  
Pat (28), divorced, 5ft. 4in., black hair, brown eyes, one child (9), Newport, I.O.W.  
Jane (16), 5ft. 4in., auburn hair, blue eyes, Weston-super-Mare.  
Deena (15), 5ft. 5in., brown hair, green eyes, Alton, Hants.  
Rosemarie (18), single, 5ft. 5in., brown hair, brown eyes, Portsmouth.  
Carole (15), 5ft., blonde hair, blue eyes, Sunderland.  
Marion (18), single, 5ft. 3in., brown hair, brown eyes, Wimborne St Giles.  
Sally (16), 5ft. 6in., brown hair, brown eyes, Weston-super-Mare.  
Sandra (19), single, 5ft. 1in., brown hair, green eyes, Birmingham.  
Gaynor (19), single, 5ft. 4in., brunette, green eyes, Birmingham.  
Alison (21), single, 5ft. 3in., fair hair, blue eyes, London.  
Shirley (21), single, 4ft. 8in., brown hair, hazel eyes, London.  
Carol (21), single, 5ft. 2in., brown hair, brown eyes, Mitcham, Surrey.  
Susan (21), single, 5ft. 3in., brown hair, brown eyes, London.  
Joan (18), single, 5ft. 2in., auburn hair, blue-green eyes, Newcastle.  
Patricia O. (16), 5ft. 3in., auburn hair, blue eyes, London.  
Debbie (17), single, 5ft. 10in., brown hair, blue eyes, Ashted, Surrey.  
Deznie (21), single, 5ft. 3in., brown hair, blue eyes, Brighton.  
Jackie (19), single, 5ft. 2in., auburn hair, blue eyes, Preston.

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# Royals give help from on high!

When the Rev. Roy Harris, of St Mary's Church, Totnes, faced the problem of moving the church bell from its unstable tower, he was helped from on high by 3 Commando Air Squadron Royal Marines.



Members of the ship's company of H.M.S. Coventry were invited to the opening of an adventure playground at Merseyside in recognition of their help in its construction. The sailors, standing by their new ship at Birkenhead, built a 9ft. stockade to enclose the playground. From left to right they are REMN Liam Colley, Lieut.-Cdr. David Rodwell, LMEM Doc Halliday, REMN Frank Thompson and POMEM Dave Churchard. The Coventry started her sea trials last month.

With the aid of a Gazelle helicopter, an extra long strop, and the local police, the bell was safely taken to the local football ground.

The Corps response was prompted by the fact that Mr. Harris was a war-time Royal Marines Commando.

Twelve of the ship's company of the nuclear submarine H.M.S. *Courageous*, walking in relays, covered 240 miles between Chatham and Hull and raised £557 for the Anthony Nolan Bone Marrow Appeal.

H.M.S. *Vernon* raised nearly £1,450 for the Queen's Silver Jubilee Appeal. A substantial amount came from the sale of a commemorative cover for the 1977 Round-the-World yacht race. CPOMA Brian Killick organized the production of the cover, which was designed by H.M.S. *Vernon* illustrator Mr. Alan Terry.

More than £300 was raised for King George's Fund for Sailors at a second "grand charity disco" in the Collingwood Club. H.M.S. *Collingwood*, which contributes a substantial amount to the KGFS every year, is holding an open day rather than an autumn fair on Saturday, June 24. Attractions will include



Gazelle pilot WOI Tug Wilson (left) and Sgt Derek Pulford, both of 3rd Commando Air Squadron Royal Marines, attempt to ring the 300-year-old bell after they had air-lifted it off the unstable Totnes church tower.  
Picture: PO(Phot) John Farrow.

the Brickwoods Field Gun competition.

When the footballers of H.M.S. *Ambuscade* played two away matches in Crewe, the ship's affiliated town, they paid a visit to Homeleigh Children's Home where they presented the children with a ship's crest and other gifts bought with donations from the ship's company.

A charity concert by the Portsmouth Royal Naval Volunteer Band in the Fisher Hall, H.M.S. *Excellent*, raised £55 for the Radio Therapy Unit of St Mary's Hospital, Portsmouth.

A sponsored darts match played continually for five hours on two boards by a team from H.M.S. *Collingwood* raised £151 for the Multiple Sclerosis Research Fund. The match was organized by LREM Tom Kiernan who, with CELA Andy Andrew, LREM Taff Davies, OEM Brum Orchard, LREM Richard Allatt and AB Bungy Williams scored 182,508 points.

## Wrens charity target

About 60 members of the Royal Navy's Women's Rifle Association took part in a sponsored shoot and raised £645 which was divided between the WRNS Benevolent Trust, the Queen's Silver Jubilee Appeal and the Royal Navy Women's Sport Fund.

For 18 months at weekly drill, a raffle was held in H.M.S. *Flying Fox*, Severn Division Royal Naval Reserve. It raised £500 for the Guide Dogs for the Blind Association, and MEA Alan Holloway and MEA Terry Burt, who helped organize the raffles, presented the cheque to Mr. Alan Dykes.

Sailors from H.M.S. *Dryad* have not forgotten the welcome cups of tea provided by the Salvation Army when they were on fire fighting duties in London during the firemen's strike. To show their appreciation they presented Capt. Burlisson of the Salvation Army with an H.M.S. *Dryad* plaque.

## Lowestoft's double treat



A class of 11-year-olds from Middle Park Junior School, Havant, had a pleasant surprise awaiting them when they visited H.M.S. *Lowestoft* in Portsmouth Harbour. The ship's company had raised £100 for a school treat — a visit to Longleat Safari Park. Our picture shows RO Mark Tracy helping young Paul Smith with his ice cream, to the amusement of his classmates and CPO(OPS) Peter Green.  
Picture: LA(Phot) Danny du Feu.

Pat (18), single, 5ft., brown hair, hazel eyes, Preston.  
Kathleen (53), widow, grey hair, Birmingham.  
Marilyn (29), single, brown eyes, Newton Aycliffe.  
Linda (18), single, 5ft. 1in., chestnut hair, hazel eyes, Hebburn.  
Julie (17), single, 5ft. 6in., dark hair, blue eyes, Grimsby.  
Jacqueline (17), single, 5ft. 4in., brown hair, brown eyes, Bournemouth.  
Sharon (18), single, 5ft. 4in., black hair, brown eyes, Huddersfield.  
Rita (27), single, 5ft. 4in., brown hair, blue eyes, Colwyn Bay.  
Evelyn (19), single, 5ft. 5in., brown hair, blue eyes, Glasgow.  
Estelle (17), single, 5ft. 5in., black hair, brown eyes, Birmingham.  
Lynn (17), single, 5ft. 2in., fair hair, blue eyes, Biddlington.  
Lois (18), single, 5ft. 3in., brown hair, brown eyes, Watford.  
Miss H. (17), single, 5ft. 7in., blonde hair, blue eyes, Birmingham.  
Helen (17), single, 5ft. 10in., brown hair, blue-grey eyes, Banbury.  
Fiona (16), 5ft. 6in., blonde hair, blue eyes, Woodford Green, Essex.  
Jean (26), single, 5ft. 8in., brown hair, hazel eyes, Weymouth.  
Anne (18), single, 5ft. 8in., fair hair, blue eyes, Kilmarnock.  
Karen (17), single, 5ft. 1in., auburn hair, brown eyes, Birmingham.  
Dawn (16), 5ft. 3in., blonde hair, blue eyes, Birmingham.  
Lynda (25), single, 5ft. 4in., brown hair, blue eyes, slim, Leigh-on-Sea.  
Angela (17), single, 5ft. 5in., brown hair, blue eyes, Wigan.  
Lynda (33), divorced, 5ft. 4in., brown hair, hazel eyes, three children, Okehampton.  
Barbara (27), widow, 5ft. 10in., brown hair, brown eyes, slim, Newcastle-upon-Tyne.  
Christine (23), single, 5ft. 5in., brown hair, blue eyes, Oldham.  
Beil (15), 5ft. 2in., dark hair, green eyes, Oxford.  
Peggy (42), divorced, 5ft. black hair, green eyes, St Austell.  
Rosemary (17), single, 5ft. 6in., auburn hair, green eyes, Newport, I.O.W.

## Pen Pals

Ann (17), single, 5ft. 3in., brown hair, green eyes, South Harrow.  
Katie (43), divorced, 5ft. 2in., dark hair, two sons, Gosport, Hants.  
Donna (17), single, 5ft. 7in., brown hair, brown eyes, Southend-on-Sea.  
Pauline (32), single, 5ft. 5in., brown hair, brown eyes, Esher, Surrey.  
Diane (23), single, 5ft. 7in., brown hair, Coventry.  
Julie (22), single, 5ft. 5in., brown hair, blue eyes, Portsmouth.  
Helen (28), single, 6ft., blonde hair, green eyes, Hampshire.  
Jackie (35), divorce pending, 5ft. 7in., brown hair, blue eyes, three sons, Gloucester.  
June (21), single, 5ft. 2in., brown hair, brown eyes, Newcastle-upon-Tyne.  
Jane (16), 5ft. 7in., brown hair, green eyes, Faversham, Kent.  
Jo-anne (16), 5ft. 7in., brown hair, brown eyes, Wimbome.  
Debbie (17), single, 5ft. 7in., brown hair, green eyes, Ashby-de-la-Zouch.  
Annette (15), 5ft. 6in., blonde hair, blue-green eyes, London.  
Debbie (16), 5ft. 5in., brown hair, blue eyes, Hemel Hempstead.  
Margaret (39), divorced, 5ft. 2in., auburn hair, blue eyes, Littlehampton.  
Betty (42), divorced, 5ft. 4in., brown hair, blue eyes, one daughter, London.  
Sarah (17), single, 5ft. 4in., blonde hair, green eyes, Neath, Glam.  
Miss M. (17), single, 5ft. 5in., brown hair, hazel eyes, Sidmouth.  
Delyth (17), single, 5ft. 7in., brown hair, brown eyes, Neath, Glam.  
Rosemary (20), single, 5ft. 8in., blonde hair, green eyes, Potters Bar.  
Jane (17), single, 5ft. 2in., brown hair, hazel eyes, slim, Isle of Wight.

Dawn (16), 5ft. 5in., auburn hair, green eyes, Sheffield.  
Karen (16), 5ft. 4in., auburn hair, blue eyes, Sheffield.  
Kim (16), brown hair, blue eyes, Sheerness.  
Joanna (22), single, brown hair, brown eyes, Bordon, Hants.  
Alison (18), single, 5ft. 8in., brown hair, hazel eyes, Weston-super-Mare.  
Ann (19), single, 5ft. 5in., fair hair, grey-green eyes, Tadworth, Surrey.  
Christine (33), divorced, 5ft. 7in., brown hair, brown eyes, two children, Poole.  
Margaret (16), 5ft. 5in., brown hair, blue eyes, slim, Kirkcubrecht, Dumfries.  
Denise (18), single, 5ft. 5in., blonde hair, blue eyes, London.  
Terri (20), single, blonde hair, grey-blue eyes, Manchester.  
Miss J. (21), single, 5ft. 6in., brown hair, blue eyes, Musselburgh.  
Christine (17), single, 5ft. 6in., hazel eyes, Liverpool.  
Denise (18), single, 5ft. 5in., brown hair, slim, Loughborough.  
Rose (29), divorce pending, 5ft. 2in., brown hair, blue eyes, two sons, Stockton-on-Tees.  
Mandy (16), 5ft. 6in., brown hair, hazel eyes, Bexleyheath.  
Heather (29), divorced, blonde hair, blue eyes, three children, Rugby.  
Rosemary (28), single, 5ft. 3in., brown hair, brown eyes, Melton Mowbray.  
Nina (16), blonde hair, blue eyes, Birmingham.  
Elizabeth (17), single, brown hair, blue eyes, Leicester.  
Claire (16), 5ft., brown hair, green eyes, London.  
Karen (18), single, 5ft. 3in., dark hair, blue eyes, Lowestoft.  
Carol (15), 5ft. 1in., brown hair, blue-green eyes, Gloucester.  
Brenda (28), single, 5ft. 2in., brown hair, brown eyes, Bexley, Kent.  
Beverley (16), 5ft. 3in., blonde hair, green eyes, Kent.  
Eve (39), divorced, 5ft. 7in., brown hair, grey eyes, Worthing.  
Christine (22), single, 5ft. 6in., blonde hair, blue eyes, Northfleet, Kent.  
Lynette (19), single, 5ft. 5in., brown hair, blue eyes, Tadworth, Surrey.

## NATO SQUADRON 'BIRTHDAY'



Vice-Admiral David Loram, Deputy Supreme Allied Commander Atlantic, with a little help from Azalea Festival beauty queen Miss Henriette van der Klaauw, prepares to cut a birthday cake in celebration of Standing Naval Force Atlantic's tenth anniversary.

The ceremony took place at Allied Command Atlantic headquarters in Norfolk, Virginia.

Each year Norfolk pays tribute to NATO during an international Azalea Festival. This year the festival honoured the Netherlands, and "Queen" Henriette is the daughter of the Dutch Minister for Foreign Affairs.

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Picture: PH1 William Hosier.



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Below: A service in English and Flemish in the Zeebrugge military cemetery where 31 men of the Royal Navy and Royal Marines are buried. Afterwards Belgian children in traditional costume laid

carnations on their graves. A wreath was laid on behalf of the members of the Zeebrugge (1918) Association by the president, Lieut.-Cdr. S. F. Harmer-Eiholt, who was a midshipman at the time of the raid.

Right: The regimental colours of 45 Cdo, Royal Marines, which provided a guard of honour, is paraded in the military cemetery at Zeebrugge.



## Raid relics on display

The Portsmouth Royal Naval Museum is celebrating the diamond anniversary of the Zeebrugge raid with a special exhibition featuring personal artefacts, many of which have never been on display before. They include items owned by Sir Roger Keyes, Capt. Halahan R.N. — who commanded a landing party of Royal Marines at Zeebrugge — and of Chief Motor Mechanic Macfarlane, who won the D.S.M. for his gallantry at Ostend. There are photographs of both actions and relics of H.M.S. Vindictive, the main ship involved. Also of Submarine C3, which played an important part in the Zeebrugge operation.

The display will be on view to the public throughout the summer.

A small group of veterans of the epic Zeebrugge raid on St George's Day, 1918, crossed the Channel again this year to attend the service marking the 60th anniversary of the raid.

Sadly, it was the last time they will travel to Belgium together. With fewer than 100 survivors left, compared with an original membership of 1,500, the Zeebrugge (1918) Association decided the official annual pilgrimage should end.

Mr. Leonard Cooper (79), chairman of the Association, said: "We are sad about closing down, but it is a case of age and, in many cases, illness. Thirty per cent. of our members are now housebound. We shall be holding our annual reunion and lunch in London and individuals will be able to make their own way to Belgium in future — if they are fit enough."

Among the veterans who made the pilgrimage this year was Mr. Ernest Tracey (77), from Victoria, British Columbia. He is possibly the Association's youngest member. Another veteran from Canada was Mr. Richard Collier,

# Zeebrugge veterans call 'Time'

of Windsor, Ontario. Mr. Philip Hodgson (80) came from Brazil. The oldest member, Lieut. Paul Drinkwater (98), of Lymington, Hants, sent a telegram wishing his comrades "a safe return."

### SERVICES

Sixty years to the day after the

midnight attack on the canal used by U-boats from Bruges, there was a service alongside the simple memorial at the approaches to the two-mile long granite mole, where bitter fighting took place in 1918.

A guard with the Regimental Colour was provided by 45 Commando, Royal Marines, and there were platoons from H.M.S. Jupiter, which was berthed in Zeebrugge. The frigate's battle honours include "Belgium Coast 1915-1916." Men and women of the Belgian Navy were also present, with representatives of the Royal British Legion branches in Bruges and Gent.

After this ceremony there were services — conducted in English and Flemish — in St Donaas

Church, Zeebrugge, and at the military cemetery, where children in traditional costumes laid carnations on the graves of the 31 men buried there.

## Old Achilles to pay off

Unless a move is made to save her as a museum, the Indian Navy Ship Delhi, formerly H.M.S. Achilles of River Plate fame, will be paid off in Bombay on June 30. Any former members of the ship's company who wish to attend the ceremony in Bombay should write to the Commanding Officer, I.N.S. Delhi, c/o Fleet Mail Office, Bombay 400-001.

## BRANCH NEWS

### Stoke-on-Trent

At the monthly mess meeting held at the Fenton British Legion Club the secretary reported invitations had been received to parade the branch standard at the Anzac Day Service on Cannock Chase on April 23 (St George's Day). The date clashed with an invitation from Liverpool for the Zeebrugge Remembrance Parade, so it was decided to attend both parades by representation. An invitation was also received from the Rhyl Branch for members to spend a day at the North Wales resort. The branch is also arranging for a visit to R.N. air station Yeovilton.

### Shrewsbury

This branch is very much afloat and making headway — despite the long silence which may have led other branches to think it had been scuttled! Membership has leaped from a modest 12 to about 40. At the annual meeting, the following shipmates were elected as officers: Alf Hurdley (chairman), Ted Rogers (vice-chairman), Tom Screen (secretary), John Beddows (treasurer). Branch president is Sir John Langford Holt, M.P.

### Southend-on-Sea

There seems to be a busy time ahead for Southend shipmates who are planning to visit Cambridge Branch for the dedication of their standard. There is a buffet dance planned for Saturday, April 15, and members are looking forward to joining the Wrens at their barn dance on May 5. Another big occasion will be No. 5 Area meeting which is to be hosted by the branch at the Cambridge Hotel, Shoburyness. The evening will end with a buffet dance.

### Cheam

At the annual meeting on March 10 it was reported that 1977 had been a difficult year for the branch. Plans to provide headquarters came to a temporary halt, but it is hoped to overcome the problems in due course. During the year members took a keen interest in the welfare of the local Sea Cadet Unit, T.S. Puma, and also helped local charities. The following shipmates were elected: Chairman, W. Northfield; vice-chairman, G. Bell; secretary, L. Flavell; treasurer, P. Allen; social secretary, D. Harris.

### Willesden

Congratulations go to Bletchley's adopted member, Shipmate Wally Barrett, who celebrated his 85th birthday on April 10. Wally has been a resident of the Star and Garter Home for more than 50 years and is the oldest ex-Navy man and "senior resident" there. To shipmates of Royal Leamington Spa go the warm thanks of all our friends at Richmond for a wonderful afternoon on Sunday, April 2. The £1,000 donation to the modernization fund and the other gifts were much appreciated. This donation, by the way, was the fifth £1,000 to be received from R.N.A. sources.

### Thetford

Members wish to thank Portsmouth shipmates for the welcome they received at the laying-up of the Royal Naval Old Comrades Association standard. Everyone enjoyed the day.

### No. 4 Area

More than 400 members booked in for the week-end rally at Barton Hall Hotel, Torquay, and despite "red flu," most of them managed to turn up! Among the flu victims were the president of the Royal Naval Association, Vice-Admiral Sir Ernle Por..., and the No. 4 Area chaplain, the Rev. D. Farquharson Roberts. Fortunately, the president of No. 7 Area was able to step in at a moment's notice as guest speaker at the dinner, and the Newton Abbot Branch chaplain conducted the church service. Apart from these set-backs the week-end went with a swing. One of the high spots was the standard bearers' competition, which was judged by the Royal Marines from the Commando Training Centre, Lympstone. The winner, for the second successive year, was Shipmate P. Dickson, of Portland.

## Argus bell for Bristol



## Wrens are welcome

Serving and ex-serving CPO Wrens of all communication specializations are now eligible to become members of the Royal Naval Communication Chiefs' Association, which boasts a membership of 420. Members plan to hold their tenth annual reunion in H.M.S. Mercury on Saturday, September 9, and the ladies are invited. For details of this and other social events write to: Mr. E. D. Palfrey, Hon. Secretary, RNCCA, 20 Sussex Gardens, Petersfield GU31 4JY.

The bell of the aircraft carrier H.M.S. Argus is now in the safe-keeping of the City of Bristol. It was handed over by Cllr. Bob Wall (left), a vice-president of the Bristol Shiplovers' Society, and received by Cllr. Roy P... chairman of the Arts and Leisure Committee. It will stand in the maritime section of Bristol's new Industrial Museum at the City Docks. A brass tablet on the belfry commemorates the life and work of Canon Percy Gay, who was chaplain on board the Argus from 1939 to 1943 and the Society's chaplain from 1960 until his death in 1975.

More in page 27



## BRANCH NEWS

## Bishop's Stortford

The annual dinner and dance on May 6 was enjoyed by 150 members and guests. Guest of honour was the newly-elected Area president, Shipmate E. W. Smith, of St Neots. Other branches represented included St Albans, Herts, Henlow, and Luton. The Royal British Legion and Harlow Sea Cadets also sent representatives.

## Christchurch

Members and their wives were entertained by the Petty Officers of H.M.S. Daedalus on April 13. The branch president was presented with a plaque on behalf of the petty officers and other ratings who served in the branch area on firefighting duties. The branch held a Flag Day on April 22 and next day there was a parade and service in St George's Church. Members planned to attend the annual service at Boldre Parish Church on Sunday, May 28, to commemorate those lost in H.M.S. Hood.

## Henlow

The branch celebrated its tenth anniversary with a church parade and service at All Saints Church, Lower Standon, on April 23. The lesson was read by the branch president, Shipmate Surg. Lieut. K. E. Elder. After the service the parade marched through the village, led by the Hinchin A.C.F. Band. Refreshments were provided at the Twist and Cheese, where a raffle was held in aid of the Band's funds.

Plans are well in hand for the 1978 Area dinner, which is being hosted by Henlow.

## Kirkby

To provide senior members of the branch with the opportunity to get together for outings and other social events, it was decided to form a Senior Mariners Club — a club within a club, as it were — self-financed and independent in most respects. It has proved very popular with senior members who have already visited the Jubilee Club, St Helen's Branch, and are looking forward to a trip to Rhyl in June. To raise funds for these outings the senior mariners organize their own bingo and raffles and provide prizes themselves, with some help from the younger members of the branch.

Mr. E. H. Knaggs, 25 Bevan Court, Hebburn, Tyne and Wear, would like to hear from any other members of Devonshire class 1937-1938, who did the signalman's course under Chief Yeoman Guss.

Mr. H. J. Read, 12 Soames Place, Scarning, Dereham, Norfolk, NR19 2PD, served as a stoker in H.M.S. Hydra from 1942 until she was sunk in November, 1944. He would like to contact any old shipmates with a view to visiting the present H.M.S. Hydra when she returns from the Persian Gulf.

Mr. W. R. Ede, Flat 9, Whitehead House, Whitnall Way, Putney, London, SW15 6DQ, was a soldier (RASC) on board the troopship Strathallan, when she was torpedoed in the Mediterranean on December 21, 1942. He has written his account of the experience and wonders if any old shipmates would like to contact him with a view to reading his story.

Mr. Ken Whitton, 5 Greenmount Park, Kearsley, Bolton, Lancs., would like to hear from anyone who served with him in L.C.G.8 (1943-1945) and would welcome information relating to his brother, Stoker Ernest Whitton, who was killed in action while serving in H.M.S. Albatross, August 11, 1944.

Mr. T. Screen, 5 Lindley Avenue, Pontefract, Salop SY5 0TQ, would like to hear from old shipmates who served with him in H.M.S. Icarus, 1939-1942, and in H.M.S. Teviot, 1943-1945.

Mr. D. O'Regan, The Green, Bandon, Co. Cork, Eire, who served in H.M.S. Caledon (1929-31), sends his best wishes to any surviving shipmates.

Mr. T. W. Bowker, 62 Cornelia Crescent, Branksome, Poole, Dorset, BH12 1LU (telephone 0202-732553) would like to get in touch with any old shipmates who served with him in H.M.S. Rodney, 1934-1936, or in the corvette H.M.S. Nigella, 1941-1943, in which he was coxswain.

Mr. B. Burbage, 48 Shadwell Road, Portsmouth, has an interesting photograph taken by Samuel T. Abrahams of the ship illuminated at Spithead to mark the coronation of King George VI. He would like to hear from anyone who has a similar copy.

Mr. A. Pontey, 26 Hooper Street, Oldham, Lancs., has happy memories of H.M.S. Vanity and her visits to Scunthorpe, which adopted the ship in 1941. He has, as a souvenir of those days, an inscribed plate from the plaque which was presented to the ship by Scunthorpe. If a replica plaque can be made for the plate he would like to present it either to Oldham Branch of the Royal Naval Association or to Scunthorpe.

Mr. F. W. Crookes (formerly Miss Doreen Tann), The Vicarage, Shalfleet, Isle of Wight, would like to hear from any friends who served with her in the WRNS from 1940 to 1945. She served as a leading Wren and subsequently as third then second officer, cypher.

Mr. J. Hutchinson, Professor of Industrial Relations, Graduate School of Management, University of California, Los Angeles, Cal-

## MEMBERSHIP UP

## But balance must be redressed — President

In the year ending December 31, 1977, the Royal Naval Association had a total membership of 22,690 made up of 10,897 full members and 11,793 associate members.

These figures are based on subscriptions received at headquarters, which in turn depend on the accuracy of reporting by branches, which is subject to some error. However, the figures do show that the total membership has increased by 1,048, representing a gain of 357 full and 691 associate members.

In his report, which will be presented to the annual conference in London, on June 17,

Vice-Admiral Sir Ernle Pope, Association President, says: "The out-turn for 1977 is satisfactory when viewed against the background of the increased subscription of £1.50 which came into force on January 1, 1977.

"It is also satisfactory to note that the 1976 pattern of loss of over 1,200 full members has been halted and reversed. Nevertheless, as in 1976, the associates outnumber the full members and this

is a trend which must be corrected."

Referring to the headquarters move in 1977, Admiral Pope says: "Our very small staff have remained unchanged during the period under report and they have had a busy year. They have had to cope with a conference outside of London, reunion and parade which took months of detailed planning and within a month of the latter the move of our head-

quarters: the efforts of all concerned which ensured a successful move are very much appreciated."

Admiral Pope ends his report on a hopeful note. "As our finances are now more soundly based and with the headquarters problem behind us, I think we can look forward to the future with reasonable confidence. But this must be dependent on redressing the balance between the full and associate membership."

## Liverpool

It has been a busy time, with the branch well represented at Cambridge for the dedication of their standard and also at the remembrance service and parade at Wallasey on April 23 to mark the 60th anniversary of the Zeebrugge raids. Shipmates enjoyed their visit to the West Bromwich Branch, and wish to express their thanks for the hospitality received. Another big event was the No. 10 Area conference and the standard bearers' competition held at Wallasey, where Shipmate B. Carruthers regained the area standard. Shipmates also attended the service at Liverpool Cathedral for Merseyside Council of Ex-Service and Regimental Associations.

## Luton &amp; Dunstable

At least 60 members from Luton attended the dedication of the Cambridge standard on April 8. Despite the cold weather there was a splendid turn-out. On Sunday, April 23 members attended the parade and service to mark the tenth anniversary of the Henlow Branch. The tenth anniversary of the Luton Branch is on June 24 and the occasion will be marked by a dinner-dance at the Halfway House, Dunstable. In the past ten years the membership

has risen from 20 to 100 and the branch has now been offered a 99-year lease on the headquarters, so plans to build an extension can go ahead.

## Nelson, N.Z.

The branch greatly enjoyed the visit by the Australian submarine, Ovens, and the get-togethers with members of the ship's company. Shipmates would like to appeal to them, through Navy News, to drop the branch a line, and so keep in touch. The branch also received a letter from a Mr. T. R. McCalmach, a former Royal Marine, who forgot to enclose his address. The adopted ship of his R.N.A. branch is H.M.S. Eskimo. If he reads this, perhaps he will write again to Nelson. The final appeal is for cap tallies: any spare tallies will be greatly welcomed by the branch secretary, Shipmate G. W. Minty, 68 Montreal Road, Nelson, South Island, New Zealand.

## Newton Aycliffe

A service and parade to mark the dedication of the new branch standard was held at St Clare's Church on April 2. The service was attended by several No. 11 Area branches and their standards. A party from the town's adopted ship, H.M.S. Eskimo, were led by Lieut. R. Hawkins,

who took the salute. The gathering then adjourned to the Southerne Club for refreshments.

## Stockton-on-Tees

The silver jubilee of the branch was celebrated in fine style. The jubilee dance was attended by 300 members and friends, who danced to the music of a Royal Marines Band. Guests included the Lord Mayor and Lady Mayoress of



Picture: Evening Gazette, Middlesbrough.

"Welcome aboard, William Roy ... Four members of the crew of H.M. submarine Walrus — Spike Young, Peter Hemingway, Steve Murray, and Paul Carr — produced a smart salute for three-month-old William Steele, who was baptised in the Royal Naval Association Club, Stockton. It was the first time the club had been used for a christening and the 'font' for this special occasion was the bell of the aircraft carrier H.M.S. Glory. William is the son of Roy Steele, of H.M.S. Walrus, and his wife, Julie. 'I used to work behind the bar in the club and I met Roy here three years ago during a run ashore from Middlesbrough,' said Julie after the ceremony, which was conducted by the Rev. Stephen Pedley. Julie's stepfather is Shipmate Jack Metcalfe, the club's secretary.

## OBITUARIES

Shipmate Fred (Spot) Matthews, Enfield Branch, R.N.A. joined the R.N. in 1913 and served in the Battle of Jutland. Retired in 1945 as Master-at-Arms. In 1920 he was at the wheel of the cruiser H.M.S. Carlisle when she rescued 350 passengers from a wrecked Chinese liner in the Formosa Channel in what was later described by Lloyds as 'the greatest sea rescue of all time.'

Mr. Reginald Pettitt, Assistant Steward, Staple Hill Royal British Legion Club. Died March 20, aged 47. Served as CERA in submarines, 1947-72.

Shipmate Cecil Cockshaw, Denby Dale Branch, R.N.A. Died April 18, aged 49. Shipmate Tom Bowker (ex-Warrant Bosun). Life Member, Poole Branch, R.N.A. Died May 3, aged 72.

Mr. Ted Horner, 21, Dando Road, Den-mead (tel. Waterlooville 65458), is seeking old shipmates from H.M.S. Delight to attend a Portsmouth get-together on July 29, the anniversary of the loss of the ship.

## Royal Naval

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Mrs. Jacqueline Sims, Mayoress of Wotton-under-Edge, samples the delights of H.M.S. Wotton's galley, watched by Ck Robbie McGoff.

# TON-UPMANSHIP

## Wotton-to-Wotton trip for Mayor and Mayoress

Among the guests when H.M.S. Wotton re-commissioned at Gibraltar on May 5 were the Mayor and Mayoress of Wotton-under-Edge, Gloucestershire — the ship's affiliated town — who were flown to the Rock at the expense of well-wishers.

During their stay they toured the minesweeper, meeting all the ship's company. The Mayor, Coun. Stanley Sims, called on Flag Officer Gibraltar (Rear-Admiral M. L. Stacey) and spent a day at sea, while his wife, Jacqueline, visited the Royal Naval Hospital.

The Wotton, which has completed a long refit at Gibraltar, returned to the U.K. at the end of May to join the Fishery Protection Squadron at Rosyth.

● H.M.S. Iveston was rededicated at H.M.S. Vernon on May 6 after a refit equipping her to serve with the Fleet well into the 1980s. Guests included Flag Officer Portsmouth (Rear-Admiral W. J. Graham) and Capt. M. O'Kelly, Captain of H.M.S. Vernon.

The rededication cake, made by Ck Tony Adams, was cut by Mrs. Kay Cartledge, wife of the minehunter's commanding officer (Lieut. David Cartledge), helped by the youngest sailor, JS Paul Eddy.

### Bossington's 'first'

During exercises in the Western Baltic with units of the Federal German Navy, H.M.S. Bossington, the United Kingdom element of the NATO Standing Naval Force Channel, carried out an underway refuelling, believed to be the first by a British mine countermeasures vessel for several years.

Later the ship visited Scheveningen, Holland, before returning to Portsmouth. There, a Bossington team won the H.M.S. Vernon seven-a-side rugby competition and children from the affiliated Bossington Estate, near Stockbridge, Hants, were invited to a tea party on board.

### 'Ducklings' in Japan

H.M. ships Wasperton and Beachampton, leader and half-

leader of the Hong Kong Squadron — the "Ducklings" — paid informal visits to Japan and Korea. Most sailors toured an atomic museum at Nagasaki and in Pusan, Korea, 29 officers and men attended a service to commemorate the 829 British members of the U.N. force who fell during the Korean War.

In Hong Kong, divers from H.M.S. Monkton took part in an unsuccessful search for a 13-year-old boy lost in a collision between a hydrofoil and a sampan.

### Bronington at Stockton

A feature of H.M.S. Bronington's visit to Stockton was a light-hearted call on the Mayor, Coun. Laurie Wild, by two of the ship's officers on a bicycle made for two.

The first lieutenant, Lieut. Howard Trotter, and Sub-Lieut.

Ted Peck made the journey from the ship's Middlesbrough berth to round off a successful visit which coincided with the 25th anniversary of the Stockton branch of the Royal Naval Association.

The ship was open to visitors and links were strengthened with the Guisborough Sea Cadet Unit, members of which were invited on board for the passages from Rosyth to Middlesbrough and back.

**BETTER  
BY  
BIKE!**



Picture: Evening Gazette, Middlesbrough.

The Mayor of Stockton, Coun. Laurie Wild, greets Lieut. Howard Trotter and Sub-Lieut. Ted Peck, of H.M.S. Bronington.

## OPEN SESAME!



H.M.S. Gavinton prepares to pass under Tower Bridge after a week-end in the Port of London during a minehunting task in the Thames Estuary. Recent weeks have been fairly hectic for the Gavinton. After a busy run to Karlstad in Sweden the ship had only a week-end back

at Rosyth to prepare for the major exercise Highland Fling. The two-week exercise in the Clyde Approaches involved 14 MCMVs, four civilian trawlers, naval helicopters and the support ship and exercise minelayer H.M.S. Abdiel.

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# PEOPLE IN THE NEWS



## SHAKE ON IT!

Below — Lieut.-Cdr. MICHAEL WELFORD is welcomed on board the latest Arun lifeboat at H.M.S. Vernon by his brother, STUART, research and development officer with the RNLI. The lifeboat is destined for Lerwick, and was based at Vernon during trials at Stokes Bay.

Above—LA(Phot) JIM FERGUSON joined the R.F.A. Blue Rover for "a day or so" to take photographs of R.F.A. personnel and refuelling operations off the coast of Scotland. But it was more than a month, and 7,000 miles later, that Jim eventually got back to H.M.S. Neptune.

During that time he gained a Merchant Navy helmsman's certificate and was put to work as a quartermaster. He was eventually landed at Bermuda, from where he made his way to Washington for three days before finally returning to Scotland.

To remind Jim of his "lost" month, Capt. JOHN McCULLOCH presented him with a Blue Rover plaque.



## All change at Renown



Left — All change at H.M.S. Renown. This triple takeover took place when Cdr. BRIAN TAYLER (left foreground) left Rosyth for Bath, leaving Cdr. COLIN BATTY (right) in his place. Lieut.-Cdr. VIC SMITH (left centre) changed his uniform for civilian clothes while Lieut.-Cdr. NICK REGAN took over as senior test director Polaris. Lieut.-Cdr. JOHN CRITCHLEY (left rear) joined H.M.S. Resolution and Lieut.-Cdr. IAN FINLAYSON took his place as senior test director ship.



## Chan is top man

CHAN YOU KWAN (right), the Wardroom Chief Steward in H.M.S. Tamar, became senior serving Chinese sailor in the Royal Navy when he was promoted Fleet Chief Petty Officer to succeed FCPO CHUI YUN NING (left), who has retired after 32 years in the Navy.

Congratulating FCPO Chan on his promotion is the Captain-in-Charge Hong Kong, Capt. BOB MOLAND.

## Gold star boat

H.M.A.S. Onslow, commanded by a Royal Navy "ambassador," has become the first submarine to win the Royal Australian Navy's coveted Gloucester Cup, awarded annually for the last 30 years to the R.A.N.'s most efficient ship.

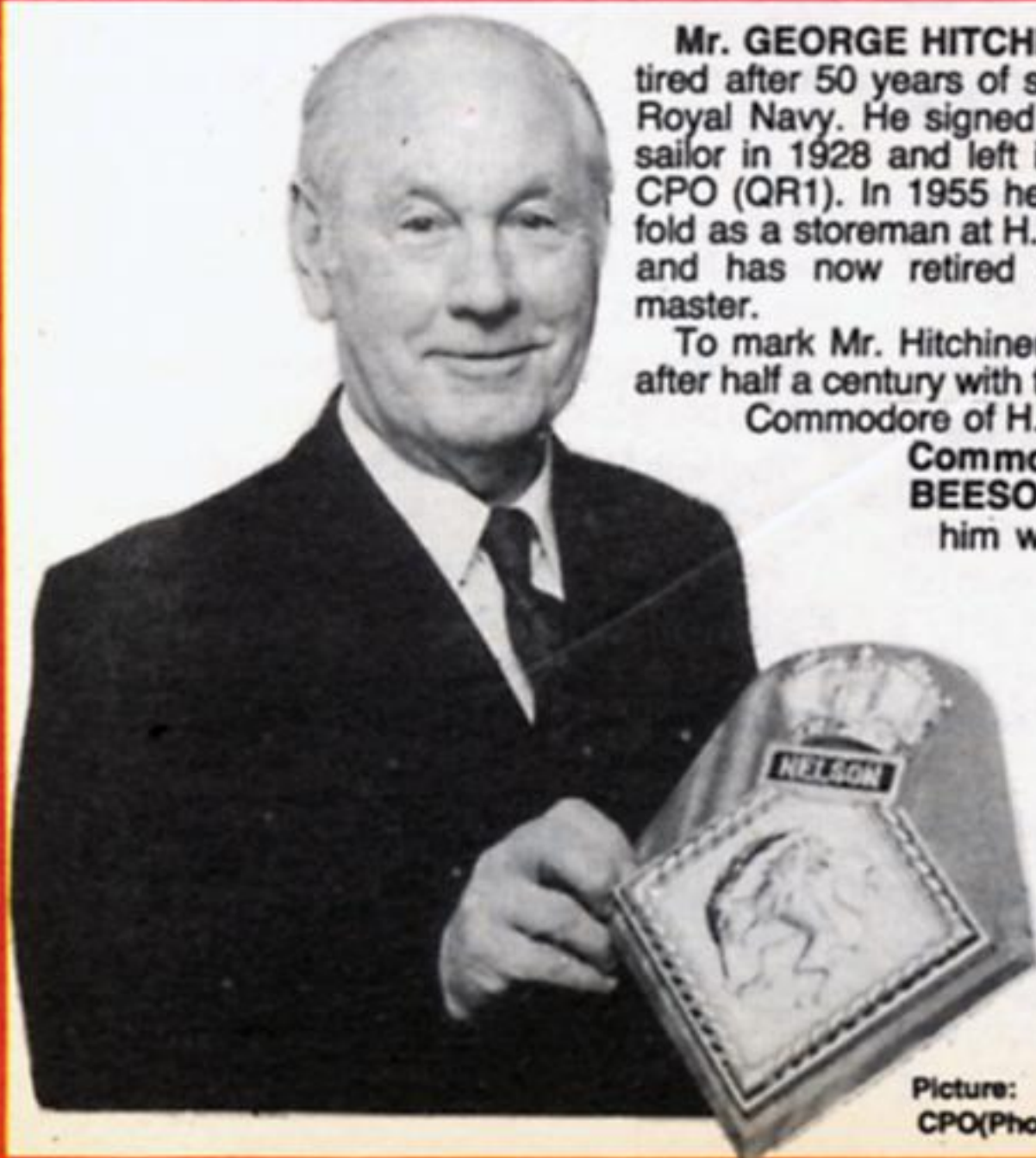
Commanding officer of the Oberon-class Onslow is Lieut.-Cdr. A. S. L. SMITH, on a two-year exchange to the Australian Navy. Since he took command in November 1976 the Onslow's programme has included a 10,000 mile South-East Asian deployment around Australia, and a deployment in the Pacific.

As the R.A.N.'s top "ship", the Onslow now boasts a five-pointed gold star on each side of the bridge structure.



CPO REX DICKINSON and CPO MICK HURST (right) watch intently as Mr. DON HOYLES of the B.B.C. demonstrates a carboy garden. Mr. Hoyles visited 4D CPOs' Mess in H.M.S. Ark Royal to talk to the ship's thriving indoor gardening club.

Picture: LA(Phot) Colin Morgan.



Mr. GEORGE HITCHINER has retired after 50 years of service to the Royal Navy. He signed on as a boy sailor in 1928 and left in 1952 as a CPO (QR1). In 1955 he rejoined the fold as a storeman at H.M.S. Nelson, and has now retired as baggage master.

To mark Mr. Hitchiner's retirement after half a century with the Navy, the Commodore of H.M.S. Nelson, Commodore P. I. F. BEESON, presented him with a Nelson plaque.

Picture: CPO(Phot) Tony Wilson.



Lieut.-Cdr. GEOFF MYERS, H.M.S. Tamar's dental officer, and civilian physiotherapist DENISE SAMPSON from the British Military Hospital, stormed to victory in this year's British Army Motoring Association rally in Hong Kong. Driver Denise and navigator Geoff covered 250 miles at night and in poor weather conditions to win the Rover Trophy, the Minor Units Team Cup and the First in Class award.

## Change of hats

When Capt. CHRIS TAYLOR, director of the Chatham-based Fleet Band of the Royal Marines, retires at the end of the summer, he will be exchanging the distinctive ceremonial white helmet of the Corps for a policeman's hat. He is to be the next Director of Music of the London Metropolitan Police Band.

Capt. Taylor, who is 50, has served in the Royal Marines Band Service for 34 years.



# PEOPLE IN THE NEWS



## The chef's complement

**POCK IVAN HAYWARD** (above) toasts his new crew — and his luck! A submariner for the last 11 years, he now has the enviable task of cooking for all the Wrens at Royal Marines Deal. The location of his galley? You've guessed it, the WRNS Quarters, of course ...

Picture: PO(Phot) Bob Pearce

Right — The Major of Gillingham, **Mr. ARTHUR JARRETT**, learns how to cope with carrots and a chopping block during a visit to the R.N. Cookery and Catering School at H.M.S. Pembroke. **POCK KENNETH BRADLEY** provides the expert comment.

Picture: PO(Phot) Roger Smart



**Mr. BILL JEFFERIES**, a World War I member of the R.N. Air Service, points out details of the Bristol Mercury aircraft engine to the Curator of the Fleet Air Arm Museum, Lieut.-Cdr. **LESLIE COX**, R.N. (retd.).

"Bristol" Bill visited the museum at R.N. air station Yeovilton to see the vintage aircraft he once maintained and to recall some of his experiences for a television documentary on the history of naval aircraft.

Bill was a founder member of the Bristol Engine Company. He served in France under the famous naval aviator Cdr. C. R. Samson, and took part in the Dardanelles Campaign.

Picture: PO(Phot) P. Holdgate



**Mrs. MYRTLE IRWIN**, tenant of the Swordfish Hotel at Hill Head, presented this Ralph Gillier Cole painting of a Swordfish aircraft to the Wardroom Mess at Seafield Park, Lee-on-Solent. It was accepted by the officer-in-charge, Cdr. **JOCK MANCAIS**.

Mrs. Irwin bought the painting in 1971 as a birthday present for her husband. Until recently it hung in the bar of the Swordfish Hotel, but because of the death of her husband, Mrs. Irwin will be leaving the hotel in September and wished the painting to have an appropriate home.

We'll keelhaul those printers gremlins when we catch them! Fancy dropping an "o" into **AB CARL MOORE**'s name in last month's caption to the Frankie Vaughan picture ... So'r'y, Carl.



**CPO MIKE LILLEY** shows two Wrens around H.M.S. Apollo during shake-down trials in the Portsmouth area. **LCM JONES** is on the 4.5 director in the background. A party of Wrens serving at H.M.S. Centurion and H.M.S. Nelson joined the Apollo for a day at sea.

## Knockout Mashers

The "MASH" ten-pin bowling team of **CPOMA BRIAN WILSON**, MT3(L) **JIM WILSON**, LMA **STEVE HUNT** and LMA **DAVID WILSON**, all serving at R.N. hospital Malta, won the R.A.F. Division II bowling league and a knockout competition involving 15 teams from the island's top two divisions.



**Rear-Admiral R. R. SQUIRES**, Flag Officer First Flotilla, emerges unscathed as the 20,000th trainee to complete underwater escape training in H.M.S. Vernon's helicopter "dunker".

A team of six divers from H.M.S. Daedalus, led by Lieut. **IVOR MILNE**, control underwater escape training for all Navy personnel required to fly over the sea.

The "dunker" crashes into the water upside down, and trainees are taught to remain strapped into their seats until all movement has ceased. They then unstrap themselves and feel their way to one of the escape hatches in the cabin.



Twenty-five Wrens serving at Headquarters Allied Naval Forces Southern Europe (NAVSOUTH) on the island of Nisida, Naples, visited the Olivetti typewriter factory in nearby Pozzuoli. They were shown around by production manager **Mr. Sergio Bondi**, fortified with strong Neapolitan coffee, and given enough souvenirs to build a new machine!



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## User Analysts for Naval Digital Systems

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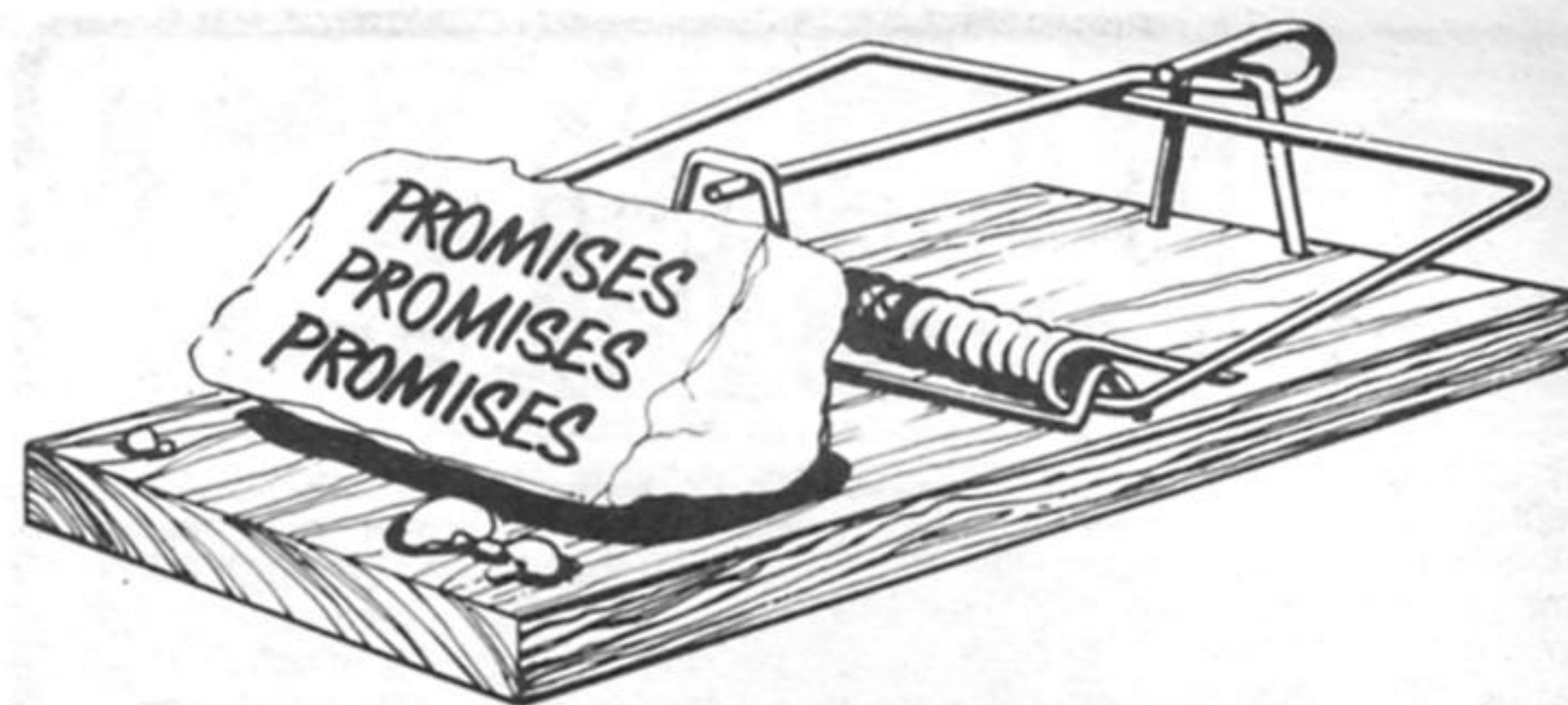
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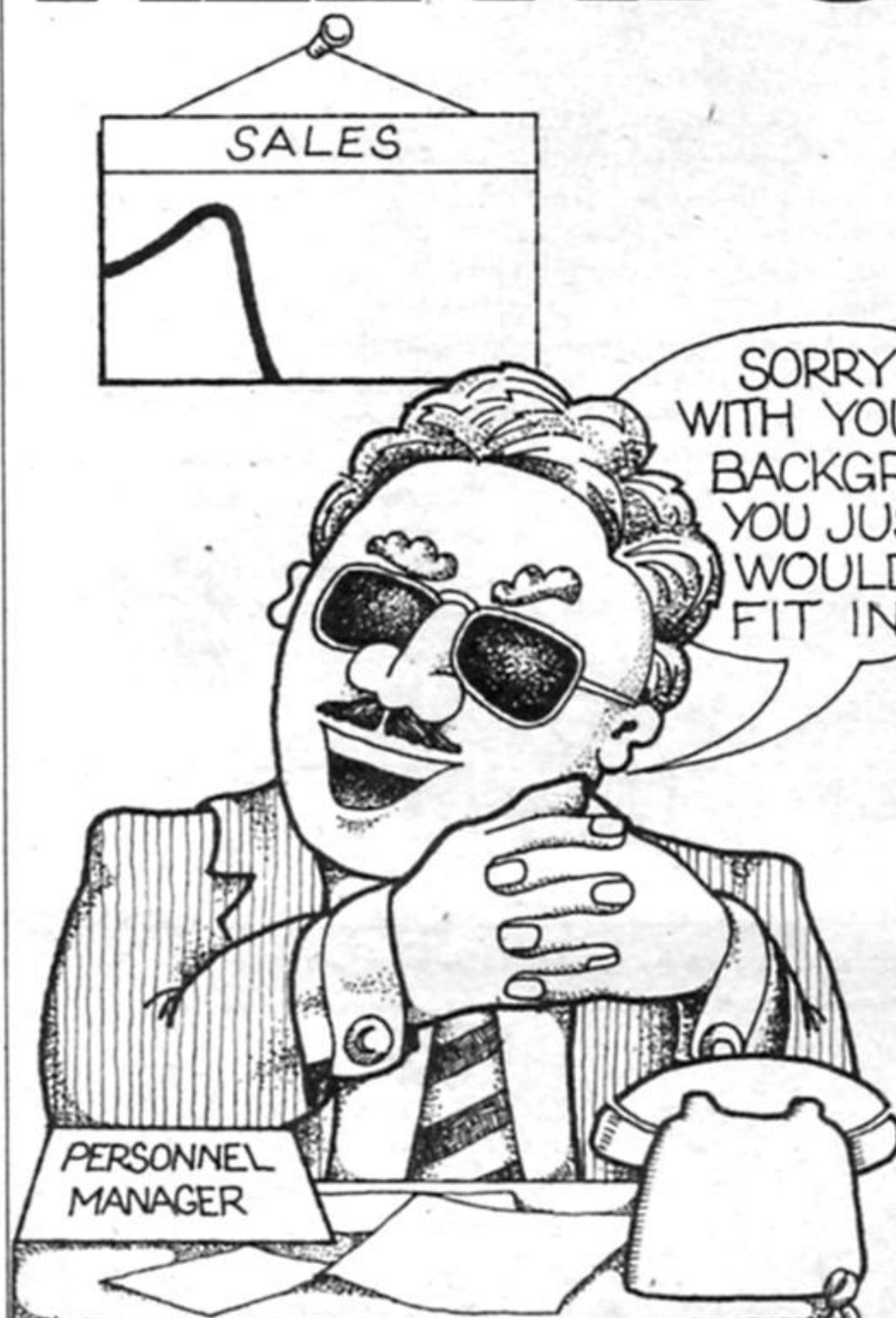
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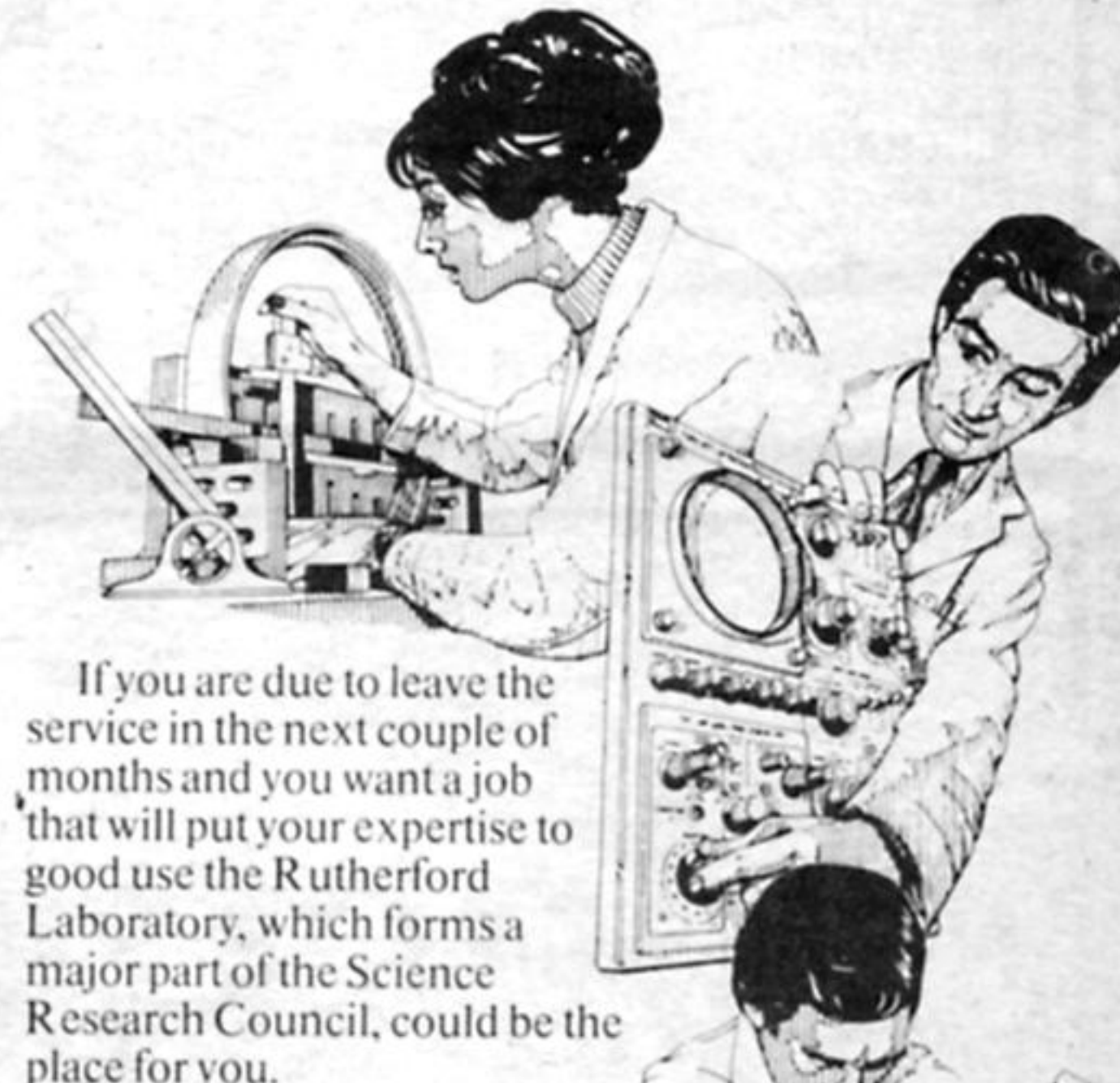
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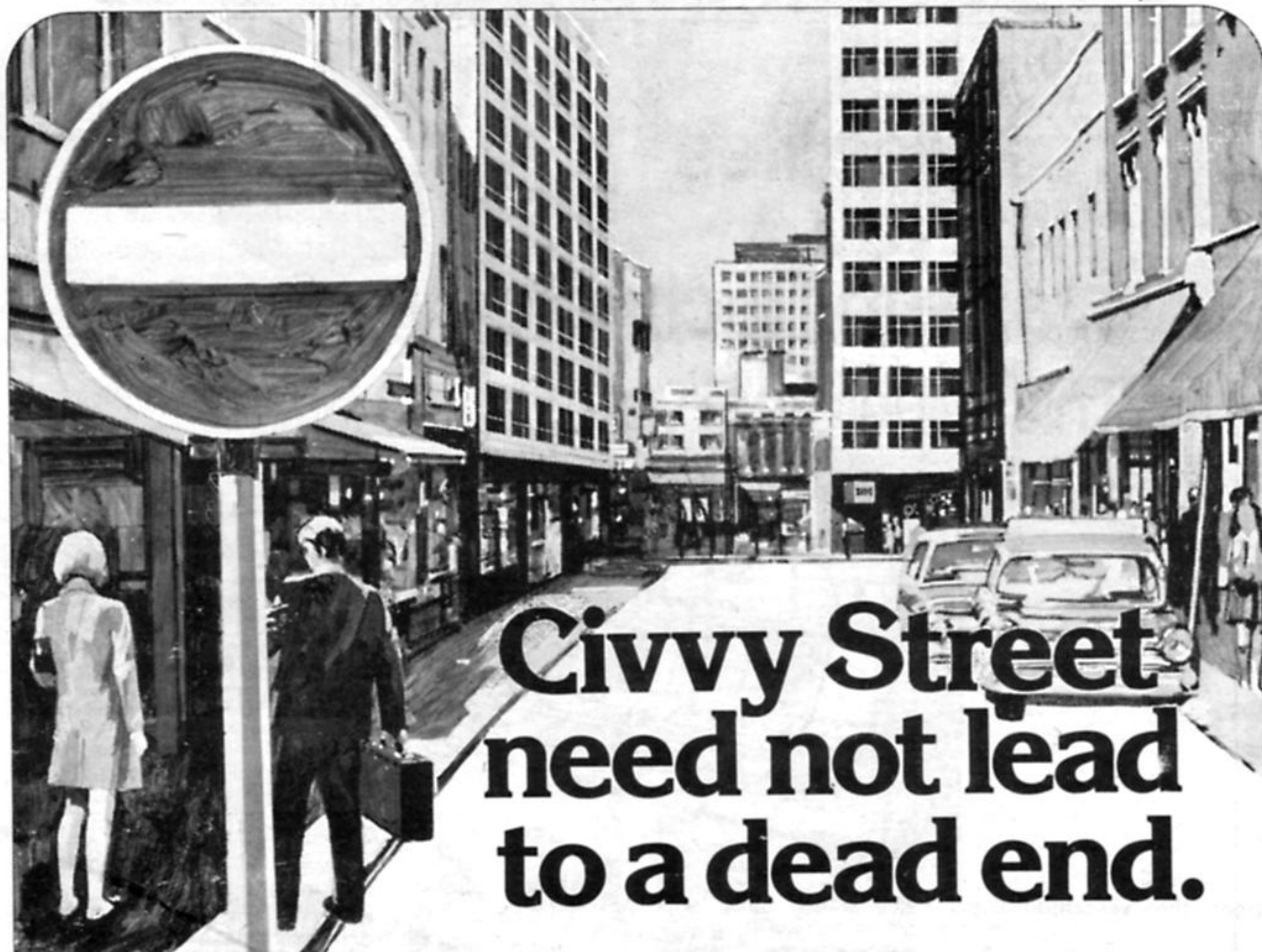
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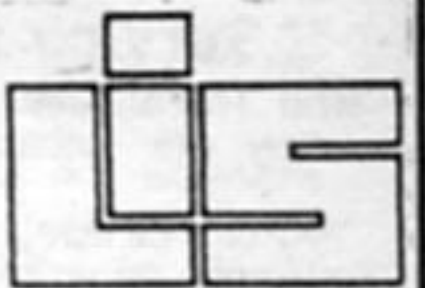
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## SPORT

# U-21 hockey season ends in triumph

A season of mixed fortunes for the Navy's Under-21 hockey team ended triumphantly with the regaining of the Inter-Service championship at Burnaby Road, Portsmouth.

Fire-fighting duties did the team no favours at the start of the campaign, and were followed by a string of defeats at the hands of strong county and university sides.

But the spirit among the players grew as the season went on and the build-up to the Inter-Services produced three or four promising results.

## GREAT START

The Navy lads got off to a great start in the Inter-Services when skipper CEM Terry Spinks (H.M.S. Cochrane) broke away to give them an early lead against the R.A.F.

The airmen came back into the game with an equaliser before half-time, and just when it seemed extra time was inevitable Sub-Lieut. Simon Middlemas (RNEC Manadon) shot home after good work by Mid Iain Gibson (Birmingham

University).

Against the Army, the Navy twice fought back from behind to record a marvellous 5-3 win and claim the championship.

## PENALTY CORNER

Lieut. Jim Ritson (R.M. Poole) drilled in a penalty corner to cancel the Army's early lead, only for the soldiers to take a 1-2 lead at the start of the second half.

Skipper Spinks blasted a shot through the keeper's legs to make it 2-2, then broke to the bye line to give REA App Eric Currier (H.M.S. Galatea) a chance to make it 3-2.

More goals were to follow. OEM Eddie Edmiston (H.M.S. Mercury) put in Spinks for the fourth, and "find of the season" LPT Ritchie Richardson (H.M.S. Dido) whipped in a rebound to make it five.



Navy players build an attack during their Under-21 Inter-Service match against the R.A.F. at R.M. Eastney. The Navy won 2-1 and went on to take the championship.

Picture: LA(Phot) Danny du Feu.

## Norfolk cheers the lads

H.M.S. Norfolk, the 1978 Maxi-Ships soccer champions, helped cheer up one of Britain's worst soccer teams! The gesture came after commanding officer Capt. A. J. Whetstone saw a news item about the youngsters of Sporle United, a West Norfolk Junior League side which had conceded more than 300

goals during the season and collected just two points.

The two points, incidentally, were awarded by default after the opposition failed to turn up.

## NEW BALL

The Norfolk duly presented the Sporle United lads with a

new ball and a ship's crest.

Two-goal Steve Littlefair and Jimmy English were the heroes in the Norfolk's 3-2 Maxi-Ships win over H.M.S. Ark Royal. Littlefair's second goal came just two minutes before full time after the Ark had twice fought back to level the scores.

## Bill's on target, again

For the seventh time in ten years MEA1(H) Bill "Chippie" Veal (H.M.S. Raleigh) was overall winner of the Plymouth and Scotland Area Rifle Association skill-at-arms meeting at Trevol Range, Torpoint. Bill won cups for revolver and SMG, as well as the small arms championship cup.

H.M.S. Cochrane took nine trophies, including the overall team championship, and H.M.S. Berwick won the ships' cup.

The Royal Marines (HQ and Signals) made guest appearances in the competition and earned enough points to have taken two trophies.

## WEDNESDAY LEAGUE

Plymouth-based 3rd Commando Brigade Royal Marines won the Association's Wednesday League and the central rifle meeting.

The team of WO1 Barry Hasseal and Marines Clive Teague, Kevin Sellar and Peter Fox won the SLR, SMG and aggregate cup in the Wednesday League, and the individual junior SLR, SMG and pistol and senior S.R trophies in the four-day central meeting.

## Angling date

The R.N. and R.M. Angling Association's sixth coarse angling championships will be held on July 5 at Hampton Ferry (Huxley's Water) on the Warwickshire Avon at Evesham. Details are available from CCEMN Peter Mawby, Fleet and CPO's Mess, H.M.S. Osprey.

# Continue to play an important role in defence

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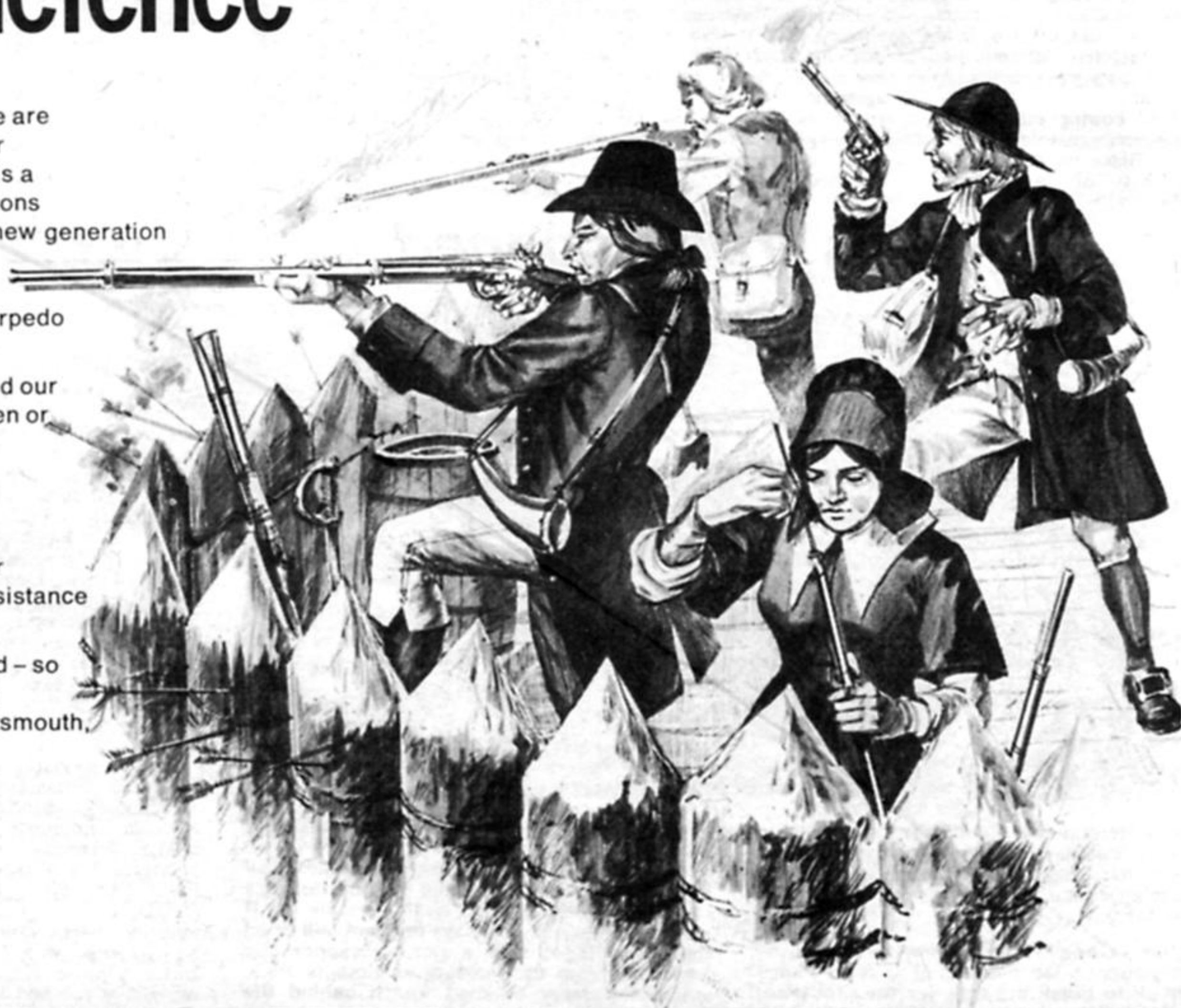
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## SPORT

# Rugby season bows out on the Potomac

The Royal Navy rugby team brought a long season to a highly satisfactory close with two wins out of three on a short, somewhat unpremeditated tour of Washington DC, by courtesy of the boys in light blue and their trooping VC10s, writes Mike Vernon.

Jet-lagged and without skipper Paul Dunn among others, the team battled manfully on a surface more akin to a nuclear testing area than rugby in their first match against the US Eastern Rugby Union.

The Eastern Eagles, who won 19-9, were strong, fast and athletic, and produced better rucking and mauling than anything shown by their National side on their recent tour of Britain. John Leigh's boot was responsible for the Navy's points.

## TOUGH GAME

It was a pity this tough game came so early in the visit, because the tourists improved steadily in the heat and indifferent playing conditions to account for Washington 25-10 and Potomac Rugby Union 21-12.

Alan Jones (2), Andy Hamlett and Chris Webb scored tries against Washington, augmented by three conversions and a penalty goal from John Leigh.

## CAME BACK

After being 7-8 down against Potomac, the Navy came back magnificently in the second half with well-worked tries from Clive Richards and Steve Turner, and a brilliant solo effort from Allan Jones to add to his first half try. Leigh contributed a penalty goal and a conversion.

Both on and off the field, much character, determination and diplomacy was exhibited by the squad.

Before bowing out for the season: congratulations to H.M.S. Blake on reaching the semi-finals of the Havant

Sevens, and a reminder to interested Westos that the Devonport Services annual

meeting is at the Rectory on June 27 at 1830. Now for some cricket!

Pictured (left) on the steps of the Capitol, Washington DC, are members of the Royal Navy rugby squad. They are: fifth row — Derek Pulford; fourth row — Tony Hallett, Jeff Blackett, Clive Richards, Tony Witham, Tim Holt and Steve Turner; third row — John Leigh, Mick O'Shea, Tansy Lea, Karen (the guide), Chris Bryning, Mickey Patterson and Keith Martin; second row — Paul Hart, John Ackerman, Andy Hamlett, Perry Mason, Chris Webb and Michael Pearey; front row — Alan Jones, John Clarke, Clive Webb, Shady Lane, Andy Ebbens and Mike Vernon.



## MEAGRE MAY FOR GOLFERS

The month of May might bring pleasure to gardeners but it brought little joy or success to Navy golfers, writes John Weekes.

The annual encounter with the County of Cornwall is always difficult and 1978 was no exception. After the encouragement of the Dorset match we approached West Cornwall Golf Club with renewed confidence. Sadly our play was not up to the standard of the youthful team

fielded by the county and we were defeated by 11½ matches to 3½.

Four of the singles were won by Cornwall on the last green so, had they all gone the other way, the Navy could actually have halved the fixture. But they did not, so we lost.

In the foursomes, a new Navy pairing of Lieut. Peter Hannan (Raleigh) and Mid. Doug Imrie (Osprey) did well to win their first representative game. They combined well to form a team

which I hope will have a long and successful future in Navy golf. Since the Cornwall match, Doug Imrie has won the Naval Air Command championships at Weymouth, so it looks like being a good golfing year for him.

## ONLY TWO

Only two matches were won in the singles, the victors being Lieut.-Cdr. Alec Wallace (Vernon) and Lieut. Ian Yuill (Daedalus). Both had also done well against Dorset and are paired together in the foursomes. It was unusual not to have a point from Lieut. Malcolm Edmunds — his putting let him down and he lost on the 18th to a young Cornish newcomer.

No further success was achieved in the other Navy match played in May. The Navy took on Lee-on-the-Solent Golf Club and were again defeated, this time by 10½ matches to 4½. It was difficult to distinguish which side was which as the Lee side fielded three serving, and one recently retired, Navy golfers, all of whom seemed to be inspired by the occasion.

Two of them, Lieut. Dominic Bell (Sultan) and Lieut. Roger Hockey (Excellent), won their foursome playing together and then their singles separately. No doubt local knowledge was worth a lot in this match but it has certainly made the team selectors have second thoughts.

It was encouraging to see Lieut.-Cdr. Brian Grant (RNH Stonehouse) back on form. Like Malcolm Edmunds (now in H.M.S. Hermes) he got 1½ points out of a possible two. Lieut.-Cdr. Paul du Vivier (MOD, London) also put in a welcome re-appearance and won his foursome with Lieut.-Cdr. David Christie (Nelson). His swing is as polished as ever and might serve as an example to others less talented.

## Kelland in Athens

WOII Ted Kelland (Bristol R.N.R.) competed for Wales last month in a four-nation athletics match at Athens. Against competitors from Scotland, Luxembourg and Greece, Kelland finished fourth in the discus (5.60 metres) and fifth in the shot (14.80m.).

Ted Kelland is rated 19th in the discus in the latest U.K. rankings, one better than Navy coach RELMN(A) Trevor Walhen, who appears at 20th in the shot rankings.

Walhen was the only Navy athlete to pick up a county title at the Middlesex championships. He finished first in the shot with a putt of 14.56m.

## Terry's got his job taped



POPT Terry Osborne has got his job well and truly taped! He is in charge of H.M.S. Raleigh's sports trophies — and judging by this picture his responsibilities are growing all the time.

Encouraged, coached and organized by the Raleigh PT staff, the establishment has achieved tremendous success on the West Country sporting scene. Raleigh have won in cross-country, athletics, basketball, rugby, soccer, squash and table tennis at Plymouth Command level, and have also ventured into major Navy competitions with reasonable success.

They are proud holders of the R.N. Youth Soccer K.O. Cup.

## Heron's track opened



H.M.S. Heron's new athletics track opened for business last month with a triangular match between the Royal Navy, Cardiff College and St Luke's College, Exeter. The match was won by the Navy.

Julian Goater, the international cross-country runner, led a squad of athletes round the track to break the tape for the first time. Pictured on the finishing straight are (left to right) SRD Trevor Glenn, Wren A. Munsie, PO

Neil Hotson, Julian Goater and Lieut. Danny MacFadzean.

AB Steve Hall (H.M.S. Vernon) ran a personal best of 8min. 37.6sec. in the 3,000m. during a match at Woodford. But with virtually no B string competitors, the Navy finished well down the field. There was another disappointing performance in the meeting at Motspur Park, where the Navy finished fourth behind the Army, London University and Cambridge University.



## SPORT

# Sailors lead sunshine celebration

Eight of the Navy's Inter-Service championship side were called up for the C.S.F.A. matches against the Football Association and the Island of Bermuda, writes Jack Sheppard.

And in keeping with the balance of the side former Navy coach CPO Derek Godwin and Lieut. David Lancaster (H.M.S. Tartar) were named coach and manager.

The eight to be capped for Combined Services were Lieut. Tony Miklinsky (Collingwood), AB Dutchy Holland (Dryad), POPT Alan Carlisle (Temeraire), LPT Johnny Gwynn (Tartar), LPT Johnny Johnson (Berwick), Cpl Jed Sharp (R.M., H.M.S. Neptune), MNE Frank Ovard (R.M. Deal) and Bugler John O'Connell (R.M. Eastney).

O'Connell's excellent goal got the Services off to a fine start against the F.A. at Aldershot, but Laurie Pritchard of Hendon equalized despite considerable pressure by the Services to increase their lead.

A week later the team flew to sunny Bermuda to mark the island F.A.'s 50th anniversary. John O'Connell, Tommy Johnson and Alan Hamilton (Army) scored in the 3-1 romp over the Bermuda Under-21 team, and John Lazzari (R.A.F.) and Frank Ovard netted as Combined Services beat the national side 2-1.

## PORTSMOUTH WIN

Back in less exotic surroundings, Portsmouth beat the Royal Marines 3-1 to win the Inter-Command championship for the first time since 1973. In earlier rounds of the tournament, played at Deal, the Royals beat Scotland and Northern Ireland 3-2 and Portsmouth beat Plymouth 3-1.

## SAILORS' SOCCER SUCCESS

Locally based Navy soccer clubs have had a distinct influence on the outcome of several domestic leagues up and down the country.

In Scotland, H.M.S. Cochran won the U.S. Scotland League championship, while H.M.S. Warspite won the Devonport U.S. Football League.

## MISSED DOUBLE

The Warspite narrowly missed a double by losing 4-3 to H.M.S. Galatea in the final of the Mini-Ships Cup competition.

At Portsmouth, the R.N. club excelled themselves in Division II of the Hampshire league. They finished the season as champions and look forward to next season in the top division.

## Rosyth squash

R.N. Rosyth reached the semi-finals of the Trustee Savings Bank squash tournament open to all teams in Fife. Rosyth were put out by the powerful Scottish premier team Dunfermline, who included the professional player, Robin Smeaton, in their line-up.

Navy Cup champions H.M.S. Collingwood represented the Navy in the Naafi Jubilee Cup competition, which has yet to be won by a Navy side. Collingwood finished second to R.A.F. champions Brize Norton, with Army champions 39 Field Regiment third.

## WEST COUNTRY

Success for the youngsters in the West Country: H.M.S. Raleigh won the R.N. Youth Cup for the first time, and beat Figgard 3-2 in the final of the Devon Junior and Minor League (Under-18) cup final. Figgard were consoled by winning the league title.

To round off their season, Combined Figgard-Raleigh Youth beat a Devon junior league representative side 4-0.

## Derek did champion job!

CPO Derek Godwin (left) hands over the Constantinople Cup to Royal Marines Sergeant Jimmy Foy, his successor as the Royal Navy's senior soccer coach and selector. The trophy, held by the Inter-Service champions, was won by the Navy three times in Derek's four years at the helm.

Now drafted to H.M.S. Bulwark, CPO Godwin has had a unique influence on Navy soccer. He represented the Navy 110 times and played for Combined Services on numerous occasions. When he hung up his

boots he went straight into coaching, and twice produced sides to win the Inter-Service Youth Championship.

Sgt. Foy has played for the Navy and has just steered Portsmouth R.N. Football Club to the Hampshire League Division II championship in his first season with the club.

The Navy side has also lost the services of team manager WO1 Jack Freeman, who filled the billet for many years and formed with Derek Godwin a formidable partnership.



## Kenealy shows the way

POPT Tim Kenealy (H.M.S. Nelson) led the Navy to victory against stiff opposition in the R.E.M.E. modern pentathlon championships at Arborfield last month.

Kenealy, MNE Chris Nesbitt (40 CDO R.M.) and MEM Jim Nowak (H.M.S. Temeraire) set the pace from the start by winning the swimming event and scoring well in the shooting, running, fencing and riding.

The result was in doubt until the final part of the riding, when POPT Kenealy put in an almost faultless round to clinch first place for the Navy team and individual first place for himself.

## GREAT BRITAIN

To round off a good month for the Nelson athlete, POPT Kenealy was also named in the Great Britain side which competed against Austria at the end of last month.

Rear-Admiral D. G. Titford, who has retired, has handed over the presidency of the R.N. Modern Pentathlon Association to Rear-Admiral W. T. Pillar.

Admiral Titford was associated with Navy sport throughout his career and did much to resuscitate modern pentathlon in the Navy.

# TERRY'S TITLE

One A.B.A. crown, a ticket to the Commonwealth Games and yet another international vest was the Royal Navy boxing team's reward at the end of a season of amazing success.

Ret Terry Marsh (CTCRM) lifted the British lightweight title at the Empire Pool, Wembley, with an impressively unruffled performance against a determined opponent.

Unfortunately, the young Marine's win was not enough to earn him a place in the England team bound for the Commonwealth Games in Edmonton, Alberta, in August. That prize went to the very experienced George Gilbody.

Ironically, the Navy's one Canada-bound boxer is former A.B.A. champion LPT Paul Kelly, who was unlucky not to make the team for the last Olympics. LPT

Kelly has spent the whole of the season in the Antarctic on board H.M.S. Endeavour, but is still rated the best welterweight in the country.

The Navy's other finalist at Wembley last month was AB Tommy Taylor, of H.M.S. Hubberston. The big-hearted diver lost a majority decision against an opponent who used the ring well and was quick to tie up Taylor's close work.

Still, England and Great Britain finals in consecutive seasons speak volumes for AB Taylor's ability.

Perhaps the unluckiest man not to get an Edmonton trip was AB Wayne Green. The selector's opted for Dave Williams,

who was fortunate to get past the H.M.S. Ajax light-welterweight at Gloucester. Williams was all but knocked out in the ABA final before a cut stopped the fight in his favour.

Green's consolation was selection for the Multi-Nations tournament at Halle in East Germany at the end of June. There his undoubted class will be severely tested by the best of the Eastern Bloc boxers.

Terry Marsh was offered the trip to Halle, but opted instead to pick up his much interrupted training at Lymington. His ABA title completed a grand slam of Schools, Junior, NABC and Senior ABA crowns.

So ends a season of relentless success for CPO Mick Shone and his Navy boxers. They have beaten everyone in sight, produced three new internationals — Marsh, Green and Taylor — and have nine men in the ratings (out of 11 weights!).

The pressure will be back on next season, although CPO Shone hopes to keep most of his squad together. He will also be looking to the future by bringing in some of the Navy's younger lions, among them CSBA Under-19 champions Jimmy Morris, John O'Driscoll (H.M.S. Intrepid) and SEA Trevor Hopkinson.

## WHEN WHAT AND WHERE

### JUNE

1-2 — Cricket: RN v Incongnit (Portsmouth) and RN v Sussex II (Hove).  
3 — Kayak: Elan Valley (Gloucester) and South of England Championships (Shoreham); Fencing: RN v Wales (Wales); Cycling: Inter-Service 25 mile TT (Harrowgate).  
3-5 — Modern pentathlon: Men's open tetraathlon (Bracknell).  
4 — Kayak: Hove LD (Hove); Cycling: Inter-Service 30 mile TT (Harrowgate); Tennis: RN v Public Schools OB (Greenwich).  
5 — Fencing: RN v Civil Service (Portsmouth).  
5-6 — Lawn Tennis: WRNS Inter-Group Lawn tennis championships (Portsmouth).  
5-9 — Swimming: Advanced Life Saving Group (HMS Temeraire).  
7 — Fencing: Inter-Service triangular (RAF Cosford) and WRNS Inter-Service triangular (RAF Cosford).  
7-9 — Cricket: CS v Oxford University (The Parks, Oxford).  
8-10 — Cricket: Inter-Command festival, hosts RM (Portsmouth).  
9 — Sailing: Cowes Week; Judo: RN & BJA (Kyu Grades) (Poole).  
9-11 — Parachuting: RN & RM parachuting course (Dunkeswell, Honiton).  
10 — Kayak: Poole Harbour (Poole).  
10-12 — Cricket: CS v Cambridge University (Fenners, Cambridge).  
11 — Tennis: RN v Vice-President VI (Greenwich); Cycling: Lee circuit.  
Mid June — Angling: Third game championships (Sutton Brigham Reservoir, nr Yeovil).  
14-15 — Judo: RN championships (HMS Sultan).  
15 — Cricket: RN U25 v British Fire Service (US Portsmouth).  
16 — Cricket: RN U25 v Oxford University Athletics (Oxford); Swimming: RNKO finals (HMS Temeraire).  
17 — Cycling: Inter-Service 100 KM road race (Bosington, nr Yeovil).  
18 — Tennis: RN v Civil Service (Chiswick); Cycling: RN & Inter-Service 10 mile TT (Bosington, nr Yeovil).  
19-23 — Modern pentathlon: Senior International (Crystal Palace).  
20-21 — Athletics: RN senior championships, men and women (Victory Stadium).  
21 — Sailing: Princess Elizabeth Cup (Portsmouth); Cricket: RNCC v Royal Engineers (Chatham).  
22-24 — Sailing: Services Off Shore race

(Portsmouth / Dartmouth).  
23 — Cricket: RNCC v Royal Artillery (Woolwich).  
23-25 — Modern pentathlon: RN Triathlon championships (CTCRM Lymington).  
24 — Lawn Tennis: RNWLTA v Roehampton (Roehampton) and RN v Chichester (Portsmouth).  
24-25 — Cricket: RNCC v BRNC (Dartmouth). 25 — Kayak: Exe circuit (Exeter).  
27-29 — Golf: RN Open & Inter-command stroke play championships (Blackmoor GC).  
28-29 — Athletics: RN junior championships (Brickfields).  
28 June-7 July — Rifle: RN small arms championships (Bisley).  
29-30 — Swimming: RN junior championships (HMS Raleigh).  
29 June-2 July — Modern pentathlon: Army pentathlon championships (Aldershot).  
29 June-2 July — Modern pentathlon: RN pentathlon/tetraathlon championship (Portsmouth).  
**JULY (1st week)**  
1 — Cricket: RNCC v I Zingari (Greenwich Park). 1-2 — Sailing: Combined Clubs regatta (Southsea). 3 — Swimming: Inter-Service junior championships (HMS Raleigh).  
3-12 — Athletics: Advanced coaching proficiency (Victory Stadium).  
4-7 — Sailing: Inter-Command keelboat championships (Seaview).

## GALATEA KEEPS MIDI-SHIPS HOCKEY CUP

H.M.S. Galatea rounded off a highly successful hockey season by retaining the Midi-Ships trophy, the first to achieve this double.

On the receiving end were H.M.S. Birmingham, who were trounced 6-1 through goals by Brian Toft (2), Eric Currier (2), Casey Fernandez (2) and Hogg.

Birmingham's less experienced side were rallied by Richard McDermott and replied with a consolation goal scored by Daz Taylor.

This was a particularly pleasing result for the Galatea,

who have lost a number of key players recently. Of the promising newcomers to the team, 16-year-old JMEM Wing had an outstanding game.

The Galatea's achievements this season include winning the Navy Cup, the first time a ship has taken this trophy. Of 25 games played, only one was lost against 19 won. The team scored 108 goals and conceded 19.



# Ark's an island in the sun

If, as the saying goes, faces sell newspapers, H.M.S. Ark Royal will be putting in a bumper order for Navy News this month.

The handsome host on the right was captured on film by LA(Phot) Steven Pratt as the Ark's flight deck was transformed into a floating recreation centre during the passage to the Caribbean.

## Quarters sale priority?

A suggestion that Servicemen should be given an opportunity of buying surplus MOD married quarters before they go on sale to the general public is under consideration by MOD.

At present the practice is for the other Government departments to be given "first refusal" when these quarters become available. Local authorities also sometimes take the opportunity of buying quarters before they go on sale to the public, either by auction or private treaty.

It is understood that a number of detailed arrangements would need to be made before any policy decision could be taken to give Servicemen some sort of priority.

The change into tropical rig produced some amusing spectacles, with flesh being forced in some instances into uniforms made up to ten years earlier!

Other men sported large, long — and unfashionable — shorts. But some swift tailoring worked wonders.

The Ark had left the U.K. in company with H.M.S. Devonshire and R.F.A.s Olmeda and Resource. On passage, the ships carried out evolutions and manoeuvres both individually and as a group.

## Antelope

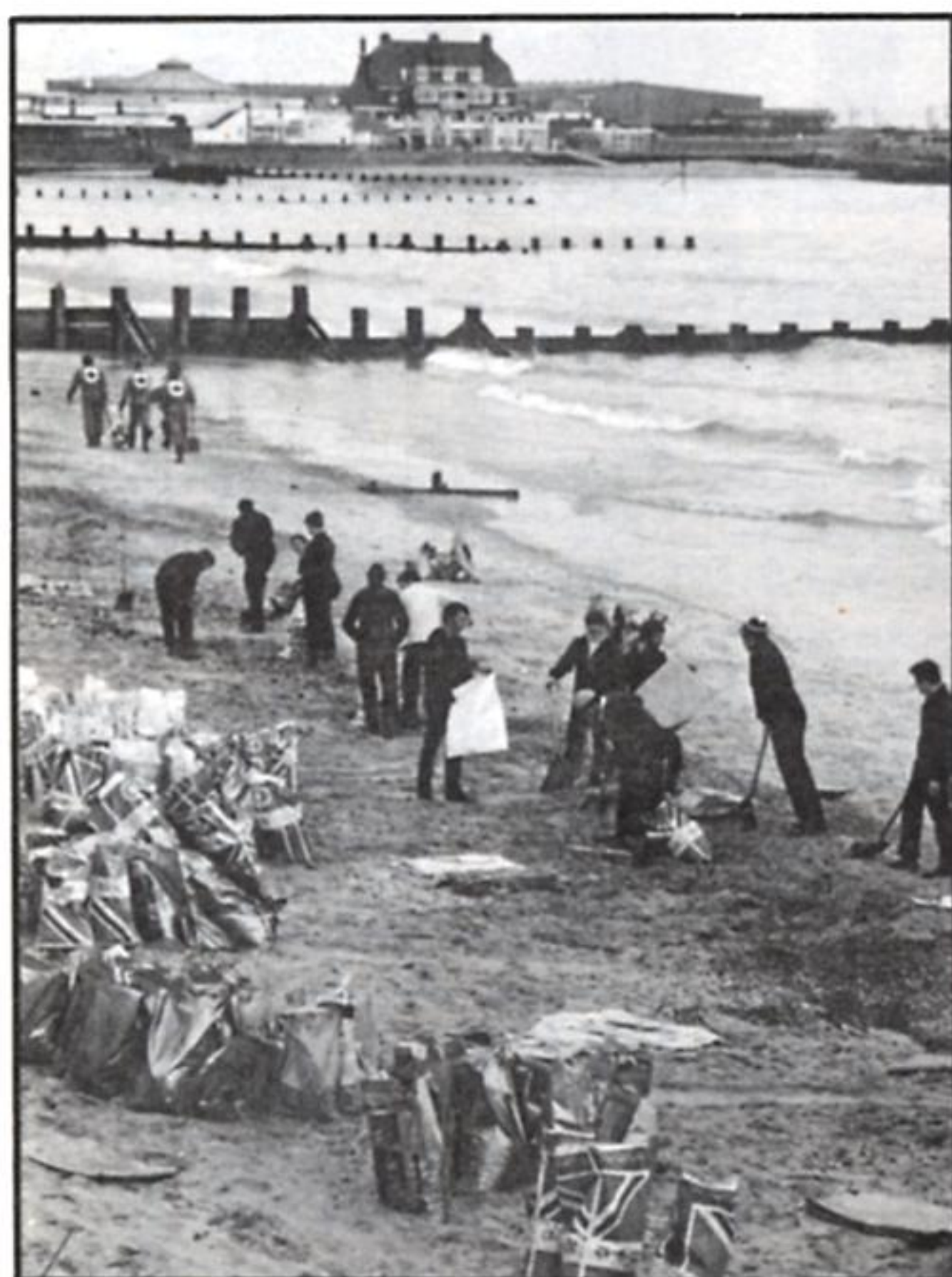
When the Ark berthed alongside for a four-day visit to the U.S. naval base at Roosevelt Roads, Puerto Rico, some sailors travelled 50 miles to visit the capital, San Juan.

Later there was an intensive weapon training period, with H.M.S. Antelope becoming plane guard for night flying.

The Flag Officer Carriers and Amphibious Ships (Rear-Admiral W. D. M. Staveley) transferred his flag to the Ark Royal, inspected divisions in "whites" and later carried out his inspection of the ship.



Below — H.M.S. Ark Royal's flight deck is a popular — and crowded — place during recreational periods.



H.M.S. Active's "oil protection squadron" in action! Sailors from the Type 21 frigate "mucked in" on the beaches near Great Yarmouth to help clear oil washed ashore from the Greek tanker Eleni V.

# ADMIRABLE, CRICHTON!

For H.M.S. Crichton, claiming to be the newest (and the oldest) member of the Fishery Protection Squadron, a spot of operational duty intervened before work-up for her new role could start.

After commissioning and trials, the ship was heading for Rosyth and work-up in May when a "proceed with all dispatch" signal arrived. This sent her to the scene off East Anglia of the collision between the French vessel Roseline and the Greek tanker Eleni V.

First night was spent keeping shipping clear and searching for signs of escaping oil, while two tugs tried to tow the wreck to snag the anchor flukes. The tow began towards the south east and at first light next day tugs with oil dispersant began to arrive.

The Crichton directed spraying operations for the next two-and-a-half days, with 11 vessels and two aircraft to control. Other Royal Navy ships which later became involved at the scene included H.M. ships Active, Soberton and Plymouth.

## SHOAL WATER

On being relieved after 70 hours of close quarters operations in shoal waters (sometimes at high speed), the Crichton

made for Rosyth. Staff were embarked en route, and work-up began as soon as the Firth of Forth was reached.

## R.N.R. SERVICE

Past career of the Crichton, which was launched in 1953, has consisted almost entirely of R.N.R. service as H.M.S. Clyde and H.M.S. St David. After conversion at Devonport, she is now an enclosed-bridge minesweeper and patrol vessel, with a full fit of mine counter-measures equipment.

Her commissioning service was held in the Church of St Nicholas in H.M.S. Drake, and the cake was cut by Mrs. Sheila Tatman, wife of the commanding officer (Lieut.-Cdr. A. K. Tatman), assisted by JMEM Jock Campbell.

## Tiger in the shade

The helicopter cruiser H.M.S. Tiger, flagship of the R.N. deployment which returned to the U.K. from the Far East in the spring, is to go into the state known as "Preservation by Operation" while her future is decided.

Ship's company members will go to other ships and establishments — some, no doubt, to H.M.S. Bulwark, which is to emerge from PxO — although a nucleus of some 150-200 is expected to remain to keep the cruiser as "live" as possible.

## PAY RUSH

Continued from Page One

Result of all these efforts by MOD civil servants, pay office staff and the uniformed Service and civilian staff in Centurion means that you should now have your pay rise. And your latest pay balance statement (for April) produced by the computer should show you:

- Your 1978 rates of pay and allowances (although, note, the new food charges did not start until May 1);
- Your 1978-79 Tax Code, as amended by Phase I of the Budget;
- Your new National Insurance deductions;
- 1978 Kit Upkeep Allowance (ratings) or 1978 Uniform relief (officers);
- And, most important of all, your new drawing rate.

## WHISKY GALORE

Royal Navy warships, British and American aircraft, British and Dutch Marines and a British hovercraft will combine for the NATO Exercise Whisky Galore '78 in the Outer Hebrides and Kyle of Lochalsh area between June 7 and 15.

Landings will be carried out using R.N. helicopters and a hovercraft from the assault ship H.M.S. Fearless and two landing ships logistic, R.F.A. Sir Bedivere and R.F.A. Sir Percival.

# JUDGES PICK NAVY NEWS, AGAIN!

For the seventh year in succession Navy News is among the awards in the British Association of Industrial Editors house journal competition, taking three Awards of Excellence in the 1978 contest.

One was for large-circulation internal newspapers, with a score of 96 per cent. for content, presentation and design.

Phrases like "high standard of writing on wide range of topics" and "impressive layouts and pictures" appeared in the judge's comments.

The second award was for overall standard and use of pictures (95 per cent.). This, of course, reflects great credit on members of the Royal Navy's Photographic Branch who

supply virtually all our pictures and whom we thank.

Headline writing produced the third award. "A very professional production" said the judge. "I can hardly say a word wrong after that superb Page 1 pun." ("Heir Sea Rescue?" over a picture of Cdr. the Prince of Wales "ditching" in the pool at R.N. air station Yeovilton).